The New-York Times.

VOL. XXII.....NO. 6639. NEW-YORK, SATURDAY, DECEMBER 28, 1872. PRICE FOUR CENTS.

GENERAL NEWS.

The Large Fire on Long Wharf, Boston, Yesterday.

Probable Abolition of the Papal Legation at Lucerne.

An English Broker Badly "Short" of Erie Shares.

Two Soldiers Killed and Scalped by Modoc Indians.

The Stronghold of "Captain Jack" to be Bombarded.

FIRE IN BOSTON.

Wrecked Sheds on Long Wharf Destroyed—Narrow Escape of Several Firemen—Loss $100,000—The Ex. James Hamet Not Afire.

Special Dispatch to the New-York Times.

BOSTON, Dec. 21.—At about 1 o'clock this afternoon, fire was seen coming out of a shed occupied by Clinton Bowes, engineer at the north end of Long Wharf, and connected with the warehouse sheds of the Philadelphia and Boston Steam-ship Company, which form three sides of a square at the extreme end of the wharf. An alarm was immediately sounded, but the depth of the slow delayed the engines, although drawn by four, six, and seven horses.

The steamer Nonan, of the Philadelphia line, which has almost completed its lading and is to sail, prematurely, for sailing on Saturday, was moored to the wharf, and the premature arrival of a fog threatened to hamper her in safety. The Seminole, of the Savannah line, was moored by the planers and pressed from here, and the Nonan, of the Philadelphia line, was hauled into the stream.

The fire was not under control within an hour, but the timber of the sheds and the dense smoke blackened the sky so much as at first to cause great alarm in the up-town sections of the city. Intelligence was forwarded with celerity, and the wharf was packed full of people.

It is impossible to get at the loss with any approach to correctness, for even it is divided among so many different owners, and in such a complicated way. The loss on the steam-ship companies' property will not exceed $100,000, and the insurance will probably reach that figure. There were three large sheds on the wharf, owned by the Long Wharf Company, which are entirely in ruins. Their loss is $25,000, on which there is partial insurance. In these sheds there was from $100,000 to $200,000 worth of merchandise, a considerable portion of which is destroyed, the loss falling entirely upon the owners of consignees.

The Nonan arrived about three days since with an assorted cargo, consisting of wool, hides, oils, rosin, and numerous other articles, all of which had been discharged in the shed and a large portion taken away by owners. Since the fire broke out, the Nonan has been moved to a safer berth, and at the time the fire originated a large part of it was in the shed ready to be hauled ashore. All the goods in the shed were at the owners' risk. Had the fire occurred two days earlier, when the Nonan was discharging, or a day later, after the arrival of the Saxon, of which she has been the principal, there would have been no goods.

Special Dispatch to the Associated Press.

BOSTON, Dec. 21.—At 1 o'clock this afternoon a fire broke out among the freight sheds on the south side of Long Wharf, adjoining the Philadelphia and Boston Steam-ship Company's pier, at the Boston and Philadelphia line, was towed out by a tug. The steamer Seminole, of the Savannah line, was towed in the same way. The fire was confined to the freight sheds. The value of the merchandise destroyed is not yet known, but is probably $100,000. A portion of the goods had recently been landed from coasting steamers, and the remainder awaited shipment.

BOSTON, Mass., Dec. 21—6 P. M.—There is no truth in the report that the St. James Hotel was on fire.

SWITZERLAND.

Diplomatic Relations With the Vatican Broken.

BERNE, Dec. 20.—Diplomatic relations between the Swiss Government and the Vatican are broken off. The Papal Legation at Lucerne will probably be abolished, the Chargé d'Affaires and attendants having been recalled.

GREAT BRITAIN.

Failure of a Broker—"Shorts" of Erie Shares Badly—Fall of a Church Steeple.

LONDON, Dec. 21.—William Bentley, stock broker of this city, suspended payment today. It is reported that he is short of 44,000 shares of Erie.

While a missionary meeting was being held in Salford, last night, the floor of the building gave way, precipitating 100 persons a considerable number of whom were injured; some, it is feared, fatally.

RUSSIA.

The Khivan War—Russian Route Designed—Attitude of Great Britain—The Czarewitch.

LONDON, Dec. 27.—A special dispatch to the Times from Berlin says Lord Loftus, the British Ambassador to St. Petersburg, has delivered a note to Prince Gorschakoff, informing him that England will abstain from interference with the Russian progress in Central Asia, if it does not threaten Afghanistan.

Nine thousand Khivese troops are now besieging the Russian forts on the Emba River.

Another force of 2,000 men are depredating on the Russian fisheries at the mouth of the Emba, and reinforcements have been sent to the Russian troops in that locality.

St. Petersburg, Dec. 27.—The physicians in attendance upon the Czarewitch issued a bulletin this morning stating that His Imperial Highness had four hours' uninterrupted sleep during the night.

GREECE.

Intervention of Austria, Germany, and Russia on the Laurium Mine Question.

LONDON, Dec. 27.—The Ministers of Austria, Germany, and Russia, at Athens, acting on instructions from their respective Governments, have jointly advised the Greek Government to end the difficulty about the Laurium Silver Mines by conceding the demands of France and Italy.

SANDWICH ISLANDS.

An American Minister Wanted—Death of the Amazonian Aviceress.

SAN FRANCISCO, Cal., Dec. 27.—The United States war steamer California has sailed for Honolulu, to be present in case of any possible emergency arising on the question of succession to the throne, in which connection a American minister might be required.

The Fire at St. Louis—Insurance.

ST. LOUIS, Dec. 27.—The following is a list of the companies on the loss by the fire here last night: Lorimier & Desmond's buildings—St. Louis Mutual, $4,000; Jefferson Mutual and Mound City, $6,000 each; total, $8,000. Scott, Wells & Brandt, $5,000; North American, $2,000; Phoenix, $3,000; Royal, $3,000; Commercial Union, $2,000; Franklin of Philadelphia, $2,000; Globe's of New York, $2,000; total, $14,000. Mechanics' Home, of New York, $2,000; Anderson Cabinet, $2,000; Mutual of St. Louis, $2,000; Mutual (N.Y.), $1,000; total, $10,000.

Damage to adjoining buildings on the north, insured as stated by Lorimier & Desmond, $2,000. Tenants, $7,000; insurance as named on their owner building.

Insurance on Thompson's Stock, Pan, of Cleveland, $2,000; Girard, $1,000; Citizens', of St. Louis, $2,000; Royal, $2,000; North, of London, $2,000; Allemania, City, $500; Washington Fire and Marine, $500; Ocean, $1,000; American, Pennsylvania, $1,000; Germania, $1,000; Manhattan, $2,000; Firemen's, New York, $1,000; St. Louis Mutual, $2,000. There are other smaller insurances, making a total of $31,000.

THE MODOCS.

Attack on a Party of Soldiers—Two Killed and Scalped—Vehement Issues Outstanding.

SAN FRANCISCO, Dec. 26.—A dispatch from Yreka to-night, says that last Saturday a party of soldiers on route from Camp Bidwell to Capt. Sumrader's camp, on Lost River, were attacked by about fifty Modoc Indians. Two soldiers were killed and four wounded. Five scalps were killed. The soldiers who were killed were scalped. No Indians are known to be killed. Gov. Booth will be asked to authorize the raising of 500 volunteers in this State to co-operate with the volunteers in Oregon.

Only 300 Soldiers in the Field—The Indians Strongly Posted to be Dislodged.

SAN FRANCISCO, Dec. 26.—A telegram from Yreka says that the Modocs are being reinforced by straggling Indians. Some of the Pitt River tribes have joined them. The Oregon volunteers will soon be mustered out. There are 300 soldiers in the field. Details for escort and guard duty leave only 75 fighting men, and only 14 soldiers at Fort Klamath Reservation to guard 2,000 Indians. Mortars and Gatlin guns are to be employed in storming the Indians' lava-bed stronghold. The citizens of Yreka have organized a Home Guard. Dispatches have been sent to Gov. Booth for a company of volunteers to go to the seat of war, which is partly in Oregon and partly in California, on either side of the boundary line.

RAILROAD ACCIDENT.

A Train Thrown Down an Embankment—Serious Injury—Two Cars Abandoned—Nobody Killed.

LOUISVILLE, Dec. 27.—The accident on the Louisville and Nashville Railroad was not so serious as first reported. The passenger train which left here about midnight last night struck a broken rail near Glasgow Junction, seventy-five miles from this city, about 4 o'clock this morning. The engine passed over safely, but the rest of the train, consisting of baggage-car, a sleeping-car, and two passenger cars, after running a short distance on the ties, pressed down an embankment fifteen feet. All the cars turned over and were considerably damaged. The baggage, mail, and express matter took fire almost immediately, but the fire was prevented from spreading by the exertions of the train hands and passengers. The express messenger, Mr. Hunt, was severely injured about the head.

All the passengers got out of the rear window except Peter Fox, of this city, who was jammed in the wreck and had to be cut out. His leg was badly crushed and he had to be amputated, and it is reported he will die. None of the other passengers, numbering about thirty, were dangerously injured, though most of them received severe bruises.

AN ICE-BOUND STEAM-BOAT.

The Steamer Francis Ann Stuck Fast in Lake Erie—Twenty Days' Search to Collingwood.

COLLINGWOOD, Ontario, Dec. 27.—Capt. Orr and his chief-engineer, with four of the crew of the Steamer Cumberland, which was frozen up on Lake Erie in November, arrived here last night, they having walked down along the south shore of Georgian Bay. Capt. Orr reports having left the steamer in safe quarters, with the first mate, John McLeod, in charge. The steward, crew and men, and two waiters were also left on board. The party experienced terrible weather and endured great privation during the long tramp, being in safe days on foot. The engineer twice broke through the newly-made ice, and was rescued with the greatest difficulty; was once carried away by a current for a mile. All of the party were more or less frost-bitten. Eighteen of the crew are still on the way down, having been left eight miles from Bruce Mines.

A FIRE.

The North Carolina Quintuply—Andrew Manning Shot and Killed at Salem, Southern Counties.

WILMINGTON, N. C., Dec. 27.—At Eureka, a small station on the Wilmington, Charleston and Rutherford Railroad, in the head of the Scuppahong region, and about eighty miles from this city, there was a Christmas gathering of the class of the outlaws on Tuesday. Steve Lowry was absent, but Andrew A. Strong was there with a number of his friends. At about 2 o'clock in the day, while a number of persons were in a store in the station, one of them stole a number of locks and secreted them in his pocket. He was charged with the theft by a young man named William Wilson, a clerk in the store, but he denied having taken them. Mr. Wilson then put his hand in the man's pocket and drew forth the locks. The crowd soon afterwards left the store. About an hour after this, Andrew Strong, who had evidently been drinking, came into the store and ordered Mr. Wilson to leave the county, swearing that if he did not he would kill him. The young man refused to do that he would do so, and suspected Barney left the store. About 5 o'clock he returned, more intoxicated than before, and repeated his commands, telling Mr. Wilson that if he found him there at 8 o'clock in the morning he would certainly kill him. After saying this the outlaw started to leave the store, and as he did so Mr. Wilson raised a double-barrelled gun and discharged one barrel at the outlaw, piercing eighteen buckshot in his neck and head. Strong fell with scarcely a groan, and expired at once. Steely Lowery, the widow of Henry Harry Lowery, the deformed outlaw leader and brother of Andrew Strong, sent in a deputation requesting that the body be delivered up to her, but this was of course refused. Word was sent to them at the same time by Mr. Wilson that he would shoot the first man who was claimed the body. Word was then sent, fearing a rescue might be attempted, Mr. Wilson took a number of other gentlemen hastily placed the body in a wagon and conveyed it to Lumbertown, arriving there at 2 A. M. The body was at once surrendered to Sheriff McMillan, and was yesterday fully identified. The Sheriff at once paid over to the murdered young man $1,000, the reward offered by the county, for each of the outlaws, dead or alive. Besides this, there is a sum of $5,000 to be paid by the State.

Fortunes of the South of Mon. James Lynch, of Mississippi.

From the Jackson (Miss.) Pilot, Dec. 21.

At an early hour on Wednesday morning the news was circulated in the city of the death of Hon. James Lynch, Secretary of State. Although the event was not entirely unexpected, the report fell like a heavy blow upon the hearts of many citizens. Especially was its effect apparent upon the representatives of his own race and people. It was a mournfully wet and uncomfortable day, at best, and the sad news made it of gloomy and unusually unpleasant discomfort.

Preparations were at once made for the funeral. The relatives of Mr. Lynch reached in Pennsylvania were telegraphed to, and ordered to come and participate in the last sad offices to the dead. The Main-street front of the Capitol was draped in white and decorated with the dark emblems of death were placed upon the other principal entrances.

Dr. Harrington, who had been in consultation with Mr. Lynch for some two weeks, stated that he had died from a complication of diseases, the chief of which was Bright's disease of the kidneys. He had been too long neglected, and allowed to fasten upon him before proper treatment had been sought. The lungs were subsequently attacked, and, consequently, entire prostration had been brought on, and gradually been developed. Complicated with this affection, Bright's disease supervened and gradually destroyed the vitality. Mr. Lynch was conscious until the last, and died calmly, in the presence of the members of his family. He leaves a wife and two children, in comfortable circumstances.

THE MISSISSIPPI.

Breaking of a Great Ice Gorge at Memphis, Tenn.

Steam-Boats, Rip Raps, and Coal-Boats Swept Away—Vessels Wrecked, Sunken, or Forced Ashore—Eleven Steam-boats Wrecked or Damaged—Loss Over $200,000.

MEMPHIS, Dec. 26.—Last night, the ice surged at Hen and Chickens, just above the city, and as it struck the gorge broke and the ice came down with terrible force, sweeping all the dry-docks, then coming down ten barges of coal belonging to Brown & Jones, and finally steamer after steamer from the wharf, until it was thought that not a single one of the large number lying there could be saved. The following is a list of the boats carried off: Lewis, Belle Pike, S. D. Walt, Undine, West Wind, and City of Augusta. The tow-boat Nellie Thomas is lying in a critical condition, and it is doubtful whether she can be saved, as the ice is running very heavily. The West Wind and S. D. Walt are loaded with cotton.

SECOND DISPATCH.

MEMPHIS, Tenn., Dec. 27.—The bluffs in front of the city, and the levee, are lined with people watching the awful spectacle of the destruction by the ice of the boats in the river. Just above the foot of Jefferson-street lies the S. D. Walt, crowded on shore and behind it two. Above her is the Belle Pike, unable to get upwards and supported by empty barges. Just below lies the Lewis, badly broken. Crews are busily engaged in steaming the steamers, in order to save all possible before the ice shoves their condition. Just at the ice shoves their condition. Just at the Watergauge lies the West Wind, driven on the bow of the White Cloud, wheelhead, but upon which is a Tennessee steamer, not her hull, with 800 bales of cotton, is entirely submerged. The waters, and drowned in the pantry forward of the wheelhead, lies the Andy Fenton, with her upper works badly damaged and the boat in a precarious condition. The wheelhead of the Belle Pike is also injured. As the storm is abating, though not the ice, the Memphis Packet Company and the Memphis and Cincinnati Packet Company are strenuous efforts of the owners to save everything possible, and steps are being taken as to losses.

The Walt is owned by Elliott Brothers, of this city, is valued at $30,000, and is insured for $20,000. Her cabin furniture has all been removed. The cotton that she had on board was saved.

The Belle Pike is a total loss. She is valued at $20,000, and insured for $10,000.

The whole loss that the boats got stood $50,000.

The H. C. Yerger lies across the bar on the Arkansas shore, unharmed.

The Second Annual Reception of the New-England Society.

The second annual reception given by the members of the New-England Society to their lady friends, took place last evening at Delmonico's, and was characterized by the utmost sociability, pleasantry, and good humor. At 9 o'clock the parlors of the hotel were opened for the reception of the guests, and were shortly crowded by a brilliant and fashionable assemblage. The arrangements were carried out under the supervision of Mr. Isaac H. Bailey, Vice-President of the Society, assisted by an efficient floor committee. Among the distinguished guests and gentlemen present were Hon. E. D. Morgan, Governor-elect of New-York; Hon. William M. Evarts, Hon. Roscoe Conkling, Hon. Chauncey M. Depew, Hon. Samuel Hooper, Minister of France; Major-Gen. W. S. Hancock, United States Army; Hon. Wm. F. Havemeyer, Mayor-elect; Gov. Jewell, of Connecticut; Gov. Dr. Adams, Hon. Smith Ely, Jr., Recorder-elect; Hon. Noah Davis, Attorney-General; Hon. Geo. Wm. Curtis, Hon. Jas. Chas. P. Daly, President Barnard of Columbia College; ex-Gov. E. D. Morgan, Rev. Dr. Bellows, Hon. Parke Godwin, Judge T. R. Woodruff, Hon. Thos. Cornell, Mayor-elect Vance, Hon. Gov. McCormick, Secretary of Arizona; Hon. Erastus Brooks, Gen. Burnside, Hon. Richard Schell, Judge Sedgwick, Judge Peabody, Judge Anderson, Cyrus W. Field, Judge Curtis, Chas. P. Courtland, Wm. M. Lee, P. C. Calhoun, Josiah W. Fish, A. W. Grosbeck, Gen. Thomas H. Hubbard, Hon. Henry Parker Handy, Gen. Clarence A. Arthur, Hon. C. F. Chandler, Seth Weatherby, Dr. A. W. Lozier, John F. Trow, Columbia D. Rogers, D. F. Appleton, Samuel Sloan, Hon. H. Greenhalgh, Dorman B. Eaton, James Brown, Hon. Dr. Mosher, &c. During the evening an elegant collation was furnished, with slight intermission, lasting after midnight.

Successful Suit Against a Newspaper—Damages for the Death of a Senator.

From the Cumberland (Md.) Civilian, Dec. 21.

Many of our readers will remember the trial which excited considerable public interest at the January term, 1871, of the Circuit Court in this county, of the case of the State, use of Frank Blair, against the Cumberland and Pennsylvania Railroad. The suit was brought by the widow and children of William Funkhouser, a brakesman, in the employ of the Cumberland and Pennsylvania Railroad, who was killed by the explosion of a locomotive of Fremont type on March 25, 1868. The jury in the case decided for the plaintiffs, assessing the damages at $5,000. On the ar-

(Continued on Fifth Page.)

rival of the jurors in the city, they were met by the counsel for the plaintiffs, and by the counsel for the defendants, and the verdict was announced. Messrs. Brown & Jones have lost about $10,000 worth of coal, and sixty coal-boats and barges. Their entire loss is thought on Black there is no insurance. The coal lost by the damage will not fall short of two-third. All the steamers at the landing have come up, and the business of the city is resumed. The ice and supply of coal in the all-absorbing topic, and the question is asked, whether the gas companies can supply their customers.

The Water Falling.

MEMPHIS, Tenn., Dec. 27.—At 9 o'clock tonight the river is falling, which is considered an indication that it is gorged again. At Randolph the steam-boat men are all on the qui vive for another crash of ice. The Jesse Howard, after extricating the City of Augusta, has got a line ashore at the foot of Jefferson-street, but is unable to get into the stream.

The R. P. Wall is considered to be lost. She is owned by Elliott Brothers, of this city, is valued at $30,000, and is insured for $20,000. Her cabin furniture has all been removed. The cotton that she had on board was saved.

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OUR THEATRES.

Official Inspection of their Facilities for Preventing Fire.

An Interesting Statement of the Surroundings of Popular Play-Houses—The Fire Marshal's Report—Safety of the Public Not Yet Secured.

In September and October, 1872, the theatres of the City were inspected by order of the Fire-Marshal, and many of them ascertained to be in an unsafe condition, and exceedingly liable to take fire during a performance. The needed improvements and reforms were ordered, and, although in some cases carried out, yet, as will be seen from the subjoined report for the present month, the complete safety at the public has not yet been secured. The Bowery Theatre, for instance, was found in the same condition this month as in September of last year, and the cellar of the theatre at No. 600 Broadway, the egress of which is notoriously insufficient, has been nearly full of cast-off stage-lumber and miscellaneous rubbish for over a year, and was found in precisely the same condition as the interior of the theatre. The better class of theatres are heated by means of steam-boilers remote from the auditorium, and in others the principal dependence appears to be from unprotected gas-lights and hot stove-pipes in proximity to wood-work, or passing through contracted apertures in wooden partitions. These dangers exist not only in the lower class of renovated theatres, but to a great extent in concert and "variety" halls, where numbers of persons are crowded together at all hours of the evening. In these places, stoves alone are used, and the heated pipes pass close to and through the wooden partitions and flimsy roofing, and are exceedingly dangerous to the inmates. The substance of the reports as to the condition of the theatres, made by Deputy Inspector Mooney, is as follows:

WALLACK'S THEATRE.

Wallack's Theatre, inspected Dec. 11, and reported safe, with the exception of a stove in the paint-shop which stands on the bare floor. The proprietors agreed to remedy it immediately. Two large stoves were ordered for the green-room, and were to be supplied with a full house in two and a half hours.

GRAND OPERA-HOUSE.

Grand Opera-house, inspected Dec. 12, and reported perfectly safe; the steam-pipes being in no case near the wood-work, and the gas-lights being protected by wire globes.

BOOTH'S THEATRE.

Booth's Theatre, inspected Dec. 12, and reported perfectly safe. There are ten fire-slings in the house, five of which have been constantly attached. There is a tank on the roof containing 4,000 gallons.

ACADEMY OF MUSIC.

Academy of Music, inspected Dec. 16, and reported safe.

BOWERY THEATRE.

The Bowery Theatre, inspected Dec. 6, and reported as follows: There are two furnaces for heating purposes under the stage, one in front, and one in the rear. These furnaces heat the stage and dressing-rooms. There is a stove in the wardrobe, and while examining the premises, yesterday, I found a pile of rubbish and combustible carpenters' work near the stove. There is also a stove in room No. 2. It stands on a wood-en box, and is not protected by sheet-iron. The lights under the stage and in the dressing-rooms are not protected by globes, and stand exposed on the side lights. The scenery and furniture are safe, but the lights under the stage are of a dangerous condition. The parquet, dress-circle, and upper tiers are heated by gas large stoves.

The theatre has twice been inspected and found in a safe condition, and nothing has yet been done. The manager informed the Fire-marshal, a few days since, however, that he intended making the necessary improvements.

THEATRE COMIQUE.

The Theatre Comique, examined Dec. 5, and reported safe. There are five different ways of gaining the street.

TAYLOR'S OPERA-HOUSE.

Tony Pastor's Opera-house was inspected in September, 1871, and found in an unsafe condition. Orders were given for further protection, and on the 16th inst. it was re-examined, with the following result: The house is warmed by six stoves, three of which were in the cellar, one in the green-room, one in the parquet, and one in the railway, near the entrance to the parquet. The last-mentioned stood close to a pair and pleaser partition, against which the Grand Grand High Priest. But new changes were made.

The Louisville, New-Albany and Chicago Railroad, running from New-Albany, Ind., to Michigan City, was sold under decree of the United States Court, yesterday, in Cincinnati, and was bought by George L. Schuyler, of New-York, for the first mortgage bondholders.

A School-House on Fire—How Fifty Children were Rescued.

From the Dayton (Ohio) Journal, Dec. 24.

At a few minutes before 5 o'clock yesterday evening smoke was discovered issuing from the basement of the Fourth District School-house, on Brown-street. The school had been dismissed at 4½, and the greater number of the scholars had started for home, but about fifty boys and girls remained in the upper hall, on the third floor of the building, engaged in rehearsing their pieces for the exhibition which takes place this afternoon. The smoke was first noticed issuing from the register by one of the boys, who quietly communicated the fact to Miss Mary Bryan, one of the teachers of the school, who, with several other lady teachers, were present superintending the exercises. The children were dismissed, and started down-stairs, the teachers presenting their equanimity, when with startling rapidity the volumes of smoke began to assail the pupils' eyes, without arousing a panic. When the children reached the second floor and found the smoke rushing up from below, they became frightened and ran pell-mell down the next stairway; two or three little girls falling down assisted, were run over and trampled on, and fortunately all reached the street in safety. The janitor, who was engaged in sweeping on the upper floor of the building, heard the alarm, and, rushing down stairs, attempted to enter the cellar, but was driven back by the dense volumes of smoke which burst through the door. The second alarm was then given, and at 5 o'clock the cry of "fire" had been raised, and the alarm was immediately signaled from box No. 5, at the Central Engine-house. The firemen responded promptly, and soon reached the place. A hole was cut through the floor in the hall directly over the furnace, from which the fire had originated, and the flames were subdued before they got fairly under headway.

The Louisiana Gubernatorial Imbroglio—Important Support of McLoney.

From the New-Orleans Republican, Dec. 21.

We inform our readers, upon the most disinterested authority, that during the past few days several conferences of leading capitalists have been held, and the political and financial outcomes of the State discussed. The conclusion was pretty generally adopted that Pinchbackism of at least five leading bank commercial men it will be best for all concerned to say direct opposition, and support to Mr. Kellogg's Administration in its efforts to extricate the people from present financial embarrassment, and to accomplish political reforms. This is all that Gov. Kellogg or his party desires to re-establish peace and prosperity in Louisiana. They are earnest and anxious to accomplish this grand object, and will speedily do it if they are not compelled to combat the very parties in whose behalf they labor.

California Mining Quotations.

SAN FRANCISCO, Dec. 27.—Bullion, $20; Spain, 82@84; Yellow Jacket, 91@91; Choller, 87; Savage, 97@97; Raymond and Ely, 96@96.

The Railway Accident—Death of Mr. Hemmington.

Mr. I. M. Hemmington, who was so badly hurt on Thursday by the accident on the Erie Railway at Suffern, died yesterday, at St. Francis Hospital, Jersey City, where he had been removed. Both legs were badly crushed, and an iron bolt had been driven into the hip, causing terrible injury. Deceased was a wealthy resident of Kingston, where he was a member of the extensive iron manufactures. By order of the County Physician, Dr. Buck, the friends of deceased were telegraphed for.

MARINE DISASTERS.

Wreck of the Ship Peruvian Off Cape Cod.

Twenty-Five Lives and $1,000,000 Worth of Property Lost.

Loss of the Bark Kadosh Off Point Alderon, Mass.

The Captain and Six Seamen Drowned in Landing.

Confirmation of the Drowning of Thirty Persons on the Germany.

LOSS OF THE PERUVIAN.

Twenty-Five Officers and Seamen Drowned—Taken of the Ship and Cargo Absent a Million.

Special Dispatch to the New-York Times.

BOSTON, Dec. 27.—It is now five years since there has been a snow-storm of such severity as that of yesterday, but for twenty years a storm has never been known to cause so great a loss of life and property at sea, and such a serious interference with travel all through New-England. Yesterday the latter was the subject which interested all. Today the reports of the awful disasters and terrible loss of life on the coast of Massachusetts have caused such an excitement and interest among the merchants, shipowners, and the general public that personal mountebanks by delayed trains, and even a dangerous fire at the foot of Summer-street on the most important wharf in the city, have failed to divert it.

The first piece of ill news received at the Merchants' Exchange was the intelligence of the loss, with all on board, of the fine ship Peruvian, Capt. Vannah, from Singapore, by way of Queenstown, for Boston, while making for Peaked Hill Bar during the night, and went to pieces. She was partially laden with tea, and the crew, some one and, unable to make out, drifted ashore. Part of her crew came ashore, and from it her name was ascertained.

The Peruvian was owned by Messrs. William F. Weld & Co., of this city. She was a good, well-found vessel of 1,158 tons, and Bostonians in her. The name of the officers, besides the Captain and those of the crew, are unknown, except that of one of the mates, Mr. Drew, a brother of Capt. Drew, of the ship Franklin, now due at this port from Liverpool. Dispatches received about noon from the wreck, and the total number of lives lost by this disaster will probably reach twenty-five.

She had on board one of the most valuable cargoes ever brought to this port, consisting of the costly produce of the East Indies, namely, tea, silk, and rattans, the whole with the vessel, valued at nearly a million of dollars. She was insured principally in New-York and Boston. The Delaware Mutual Safety and the Insurance Company of North America, both of Philadelphia, each had $50,000 on her, and the Mercantile, Ohio, and other offices in Boston, $50,000 each on her cargo.

Dispatch to the Associated Press.

BOSTON, Mass., Dec. 27.—The ship Peruvian, Capt. Vannah, from Singapore, via Queenstown, for Boston, struck on Peaked Hill Bar, Cape Cod, during the storm last night, and went to pieces. The crew were all drowned. Part of the cargo was washed ashore. The vessel is a Bostonian in Maine, was insured, and on his first voyage as commander.

LOSS OF THE KADOSH.

The Captain and Six Men Drowned—Another Mate Lead to Safety—Total Wreck of the Vessel.

Special Dispatch to the New-York Times.

BOSTON, Dec. 27.—An hour or two later than the announcement of the disaster to the Peruvian, came the news of the wreck of the bark Kadosh, Capt. J. A. Matthews, from Manila for Boston, at Point Alderton, below this port. The crew took to the boats, but one of them capsized in the surf, and six men with the Captain were drowned. The boat, with eight men on board, and in safety, but the vessel became a total loss. Capt. Matthews lived in Shanesbile, and has a family. This was his first voyage as commander. The Kadosh was a fine bark of 600 tons, built in East Boston in 1869, and is owned by William F. Weld & Co., who had a cargo, composed of 2,500 mats of mauer, 2,000 bales of hemp, and 800 parcels of safron wood, all of which was owned by William Perkins & Co., of Boston. The loss is heavy, and is believed to be insured in New-York.

There is a heavy sea in the bay, and many other disasters are reported, though none attended with loss of life, or with very great loss of property.

THE WRECK OF THE GERMANY.

Confirmation of the Reported Loss of Thirty Lives—One American Among Them.

LONDON, Dec. 27.—Of the thirty persons lost by the wrecking of the Allen line steamship Germany, at the mouth of the River Gironde, twelve were passengers. But one of them was an American.

OTHER WRECKS.

Reports from Halifax, N. S.—Misses Loaded at Various Points.

HALIFAX, N. S., Dec. 27.—The brig Bonderat, from Georgetown, Prince Edward's Island, bound to England, with a cargo of oats has been wrecked on Trouteau Island.

The schooner Mary, from Halifax, to Sydney, C. B., went ashore at Arichat, on Wednesday.

The bark Abbe Thomas, of Yarmouth, has been fifty days out from Wales, for St. John, with railroad iron, and fears are entertained for her safety.

The vessel which arrived from Lockport, Shelburne County, on Tuesday, reports that on Monday, five miles south-west of Gull Rock Light, saw a steamer's smoke-stack, with a red whistle standing right or ten feet above the water, apparently attached to the vessel's hull.

Bermuda advices say: The schooner Aurora, of St. John, from New-York to Antigua, called at Bermuda and reports the loss of Henry Simmons, a seaman, overboard.

Dispatches from Cape Breton report that a heavy gale swept over the coast on the 24th, prostrating the telegraph wires. Reports have since been received from leading, and unanimous seas being heard from at Sydney and other ports.

BOSTON, Dec. 27.—The brig Francis, Kershaw, from Singapore for Boston, passed Cape Cod at 6 o'clock on Thursday night, and was beating up against the wind north of Highland Light, Cape Cod. The seas are dead. The vessel has sixty-six days' provisions on board, and is supposed to be in safety.

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Personal.

Gen. J. H. Martindale, of Rochester; Gen. A. Bowman, of Washington, and Col. H. E. McClure, of Pennsylvania, are at the Metropolitan Hotel.

Major Wm. T. Russell, of West Point; Col. C. D. Willard, and Judge Hiram Ketchum, of Washington, D. C., and Hon. Geo. West, of New-York, are at the Grand Central Hotel.

Prof. Rufus Abbot, of Cambridge, Mass., is at the Everett House.

A. D. Barker, of Utica, is at the Metropolitan Hotel.

Judge Levi Woodbury, of Boston; Judge Semmes, of Washington; H. T. Hopkins, of the United States Navy; H. R. James, of the Treasury Department, Washington, and Capt. F. H. Merryman, of the Revenue Marine service, are at the New-York Hotel.

Gen. J. W. Phelps, of Vermont; Hon. Clifford S. Sims, United States Consul at Prussia; W. D. Olmsted, of the United States Navy; Hon. Thomas A. Scott, of Philadelphia; Hon. Gen. R. Roberts, Vice-President of the Pennsylvania Central Railroad; Hon. P. H. Smith, of Dubuque, Ohio, and Hon. J. W. McCullough, General Manager of the Pittsburg and Fort Wayne Railroad, are at the St. Nicholas Hotel.

THE GALE IN THE COUNTRY.

The Storm in the East—Snow-Drifts on Various Roads.

Special Dispatch to the New-York Times.

BOSTON, Dec. 27.—The blockade of the railroads is now generally at an end. No further detention may be expected. None of the Eastern trains have been over two hours late. The Shore Line train due here at 9:30 on Thursday night reached here at 10 A. M. today. The last train on the Providence road left the New-London did not start to-night, and no mails have been received from New-York since this morning.

The Albany express has broken down between here and Worcester, and the train leaving New-York at 9 A. M. yesterday was behind this morning.

Snow-Bound on the Hudson River and Other Railroads.

POUGHKEEPSIE, N. Y., Dec. 27.—The Montreal Express-train, which left New-York at 4 P. M. yesterday, reached here at 6½ this morning with four locomotives, and proceeded on the way north at 7½. No train has left here going south since 3 o'clock yesterday. Two locomotives left here at 6 o'clock this morning to clear the down track. They reached Hinkhill at 9 A. M., and will go on to Cold Spring, where they will finish on to the Saratoga Special, which left here at 12:30 yesterday, and the Cincinnati Express, which left here at 1 P. M., and endeavor to get them through to New-York. The New-York special train, which reached here yesterday evening with Western passengers for New-York, will leave for the south at 10 A. M.

There are over 100 passengers snow-bound between here and Peekskill, but it is thought all will get through to New-

NEW PUBLICATIONS.

MYERS & ADAIR, 29 W. & MAIN, M. D., Manufacturers of "Ad-Clothes," "The Doctor," &c. Lowest prices. 714 Main-st., C. P. RITTAN & SON.

We have here a novel quite unlike any other that has been published in this country. It is entirely original in its purpose and in its style, but in its purpose it is the most delightful and wholesome story that has been given us for many years. It is a high tribute to the excellence of Dr. Holland's previous works, although that is of the highest, that this novel is in no way unworthy of the author of "Arthur Bonnicastle" and "Sevenoaks." Every one of his characters is a living reality, and the story is told with a skill that never flags. The scene is laid in a village in Western New-York, and the characters are all of the best type of American country life. Dr. Holland has a quiet humor that is delightful, and he has also the power of pathos in a high degree. The book is a thoroughly healthful one, and we believe it will be a favorite with all who read it. Price $1 50.

Messrs. Appleton publish a delightful story by Miss Thaxter, called "Among the Isles of Shoals." It is a collection of sketches of life on the islands off the coast of New-Hampshire, which have appeared in the magazines, and are now collected in a volume. Miss Thaxter has lived on the islands for many years, and knows them thoroughly. She has a quick eye for the picturesque, and a delicate appreciation of the humorous and pathetic elements of life. Her descriptions of the islands and the sea are admirable, and her stories of the fishermen and their families are told with a simplicity and truthfulness that make them very attractive. Price $1 50.

Messrs. Lee & Shepard publish a volume of poems by Lucy Larcom, called "Wild Roses of Cape Ann." Miss Larcom has long been known as a writer of poems of much delicacy and beauty, and this volume will add to her reputation. Her descriptions of the scenery of Cape Ann are very fine, and her poems of sentiment are full of grace and tenderness. Price $1 50.

Messrs. Appleton have published a volume of Lectures by Prof. Agassiz, delivered to the Teachers of Boston, during the past winter. They are upon the subject of Methods of Study in Natural History, and are addressed to teachers, with the purpose of showing them how to teach their pupils to observe for themselves. The lectures are very simple and clear, and will be found of great value to all who are interested in the study of Natural History. Price $1 50.

Messrs. Lee & Shepard publish a volume of Poems by Celia Thaxter, called "Drift-Weed." Mrs. Thaxter has long been known as a writer of poems of much delicacy and beauty, and this volume will add to her reputation. Her descriptions of the scenery of the Isles of Shoals are very fine, and her poems of sentiment are full of grace and tenderness. Price $1 50.

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MORE RUIN BY FIRE.

Destruction of a Broadway Hotel Yesterday.

A Terrible Panic Among the Guests and Employes—Damage to the Extent of Upward of $175,000.

Mailliard's confectionery establishment and restaurant, in Broadway, was yesterday destroyed by fire, which broke out shortly after 9 o'clock, in the Mercer-street basement, and which connects with the Broadway portion of the establishment. Patrolman Browning, of the Mulberry-Prince Police, while on patrol, discovered dense volumes of smoke issuing from the lower portion of the building, and on investigation found the basement all in flames. The firemen and Police were promptly on the spot, and found that the flames were spreading rapidly through the entire building. Adjoining the Mercer-street structure are one four-story tenement-house, inhabited by a number of families. The Police seeing that the houses were in danger, rushed into the basements, aroused the tenants, and assisted them to the street.

The danger from the smoke, which was rapidly filling the building, was so imminent that the tenants, most of whom were women, were hurried into the street, bare-footed, and in their night-clothes, and they suffered terribly from the piercing cold. After remaining in the Station-house until they were supplied with some outside garments, they took refuge with their friends who had proffered temporary assistance.

In the meantime the smoke had made its way into the front buildings. Nos. 619 and 621 Broadway, which were occupied also by Mr. Mailliard as a hotel and restaurant. A panic occurred among the guests at the hotel, and a scene of the utmost excitement and confusion ensued, particularly among the ladies, who feared that they could not make their escape.

Fortunately but one casualty is reported. Alex Gilliszek, aged seventeen, who was employed in the restaurant, became so alarmed for her safety that she sprang out of a window of the bedroom, which is in the third floor of the front building, and falling into the Mercer-street basement, was seriously injured. She was removed to the Station-house, and thence to Bellevue Hospital in an ambulance. The inmates of the house and the guests made their exit from the building in safety.

Owing to the almost impassable snow-drifts an unusual delay occurred before the Fire Department arrived at the scene of the fire in sufficient force to check its ravages. Engine Company No. 33, located in Mercer-street, near Fourth, was the first company to arrive. The flames had taken almost possession of the Mercer-street building, extended to the tenement-house adjoining, and were working their way into the front building. Fearing a disastrous conflagration a second alarm was rendered necessary from another quarter.

The difficulty experienced in reaching the scene allowed the fire to gain still further headway, and a third alarm was sounded. The flames warned with such ferocity that it was at one time feared that the whole block would be destroyed, and that it was saved from destruction was owing to the praiseworthy exertions of the firemen, but notwithstanding their arduous and exhausting labors of the past week. Before the flames were extinguished the Mercer-street buildings were completely destroyed, and the rear of the Broadway building very badly damaged. The fire was confined to the basement, the front rooms being but slightly damaged by water.

The loss by the fire will be very heavy. Mr. Mailliard owned the buildings on Mercer-street (Nos. 109 and 111,) in which were manufactured the confectionery and other articles of that description. The buildings were of brick, four stories in height, and were filled with valuable machinery. The buildings, Nos. 619 and 621 Broadway, occupied as a restaurant and hotel, were fitted up in a very elegant manner. The Broadway buildings were owned by Mr. Mailliard, and are estimated to be worth about $150,000, which is fully covered by insurance.

The Broadway buildings belong to the Smyvesant estate and are damaged to the extent of $10,000; fully insured.

The first floor of No. 619 is occupied by A. Haile & Son, whose handsome saloon and stock are damaged by water and smoke to the extent of $5,000; insured.

No. 621 Broadway, occupied by the Bleecker Sewing-machine Company, was damaged to the extent of $8,000. The basement on the premises was damaged to the extent of $1,000. The buildings belongs to the Wyman estate.

The basement-houses, Nos. 109 and 111 Mercer-street, belongs to Wm. K. and John O'Brien, and are damaged to the extent of $6,000. The tenants sustain losses ranging from $200 to $500 each.

The first floor of No. 154 is occupied by Henry Davis as a tailor-shop. Damage, $600; fully insured. The first floor of No. 152 is occupied by J. Chesleigh, shoemaker; damage, $100. The only entrance to these tenement-houses is through the hall-way of No. 154 and up a narrow, rickety stair-way. Had the fire occurred during the night great loss of life would doubtless have resulted. The prompt arrival of the Police saved no doubt saved the lives of many of the tenants.

The fire is supposed to have originated from a furnace in the basement, used for roasting cocoa. Fire-Marshal McSpedon was yesterday engaged in making an investigation in the matter. The following testimony was taken:

Henry Mailliard testified: I live at No. 640 and am proprietor of the confectionery manufactory in the building. No. 109 Mercer-street; the boiler was under the sidewalk in Mercer-street; the engine was in the front part of the building; the furnace used for roasting cocoa was in the basement, on the corner of Mercer-street and Broadway, and on the south side of the building, making out into the old graveyard; there was a furnace used for roasting cocoa and a steam; the fire was on ordinary chimney-fires we roast the cocoa nuts entire and then they are separated; the outer shells we do not use; we put them in Hoy-pound bags and sell them to the grocers; the nuts are roasted in a revolving cylinder; my stables were kept up a few doors distance on the next street; I go through the factory several times during the day; I was through the factory last night before going to bed; went through the factory about 10 o'clock; I was not through the factory right so far as I could see; Mr. Clevis, who occupied room No. 2, came to my room this morning about half-past 9 and I was engaged in my office; he came to my room and told me that the house was on fire; I went out and found that was the matter; when did we set the machine called out for engineer to go out and look; when I came out of my room I saw there was a fire in the basement; I went down and found that I could not look out on account of the fire; the building; could not go down to the basement; the fire came up; we went to get my family out; we found some fire in the front building; I went down to the basement to see what we do not use in nuts in bags, and my impression is that they are stable; don't know if there was any combustible material there.

Percy Reilly, of No. 620 East Twenty-first, testified that he was foreman at Mailliard's confectionery, No. 109 Mercer-street; when he reached the place yesterday morning, he noticed smoke coming from the basement; he informed Mr. Mailliard of the fact, and Mrs. Mailliard above; Mrs. Mailliard and the witness went upstairs to see where the smoke came from; they passed by it as the first flight of stairs, when they discovered the smoke coming from the rear building; the servant girls slept on the third floor of the rear building; Mailliard told the girls to get out; he (witness) and Mailliard then went down to the fourth floor; the firemen got out the hose; there was no water; Mailliard told the witness to get out; he (witness) and Mailliard then went down and found the firemen at work; there was no water; there was a hydrant on Mercer-street; a hydrant on Broadway; never was all through the day; Mailliard, when he left the premises, left at 6 o'clock; there were men at work in the basement.

Henry Davis testified: I reside and keep a tailor-shop at Nos. 154 and 156½ Mercer-street; occupy the first floor; have been there about six months; was owner of my stock; went to take the stock out of the store this morning and noticed a light in my room; passed out of the hall and on looking through the window saw Mailliard's basement; gave an alarm at once which was immediately answered from the floor stairs; this was ten to fifteen minutes of six o'clock.

James Sutter, of No. 103 Lewis-street, testified: I am employed in the factory on Mercer-street; have been in his employ over three years; left for home at seven o'clock last night; Mailliard, Mrs. Mailliard and the young man in charge of the store were in the store; I am employed in making chocolate in the basement of the building; at the time I left the basement was filled with smoke; the fire was in the front part of the basement, on the corner of Broadway; there is a small furnace used for the purpose of roasting cocoa; I am certain that there was no fire in the furnace; I am positive; I think there was none; there is nothing opposite the second window; there is machinery all through the basement; the machinery is run by steam; I don't know how the fire originated; I have referred to; the boiler is located under the sidewalk of the building; No. 109 Mercer-street; the fire was on ordinary chimney-fires we roast the cocoa nuts entire and then they are separated; the outer shells we do not use; we put them in Hoy-pound bags and sell them to the grocers; the nuts are roasted in a revolving cylinder; my stables were kept up a few doors distance on the next street; I go through the factory several times during the day; I was through the factory last night before going to bed; went through the factory about 10 o'clock; I was not through the factory right so far as I could see; Mr. Clevis, who occupied room No. 2, came to my room this morning about half-past 9 and I was engaged in my office; he came to my room and told me that the house was on fire; I went out and found that was the matter; when did we set the machine called out for engineer to go out and look; when I came out of my room I saw there was a fire in the basement; I went down to the basement to see what we do not use in nuts in bags, and my impression is that they are stable; don't know if there was any combustible material there.

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The New York Times.

THE NEW-YORK TIMES is the newspaper closely associated with the best interests of the greatest number of people. It is the newspaper that fights for the principles that are for the public welfare, and against those that are not. It is the newspaper that supports the Administration in every effort to maintain the honor and dignity of the United States. It is the newspaper that is always found on the side of the people as against the privileged few. It is the newspaper that is always found on the side of progress as against reaction. It is the newspaper that is always found on the side of truth as against falsehood. It is the newspaper that is always found on the side of honesty as against dishonesty. It is the newspaper that is always found on the side of the home as against the forces that would destroy the home. It is the newspaper that is always found on the side of the child as against the forces that would crush the child. It is the newspaper that is always found on the side of the weak as against the strong. It is the newspaper that is always found on the side of the oppressed as against the oppressor. It is the newspaper that is always found on the side of the man who works as against the man who lives by the work of others. It is the newspaper that is always found on the side of the man who thinks as against the man who thinks only of himself. It is the newspaper that is always found on the side of the man who tries to make the world better as against the man who makes the world worse. It is the newspaper that is always found on the side of the man who tries to make himself better as against the man who makes himself worse. It is the newspaper that is always found on the side of the man who tries to make his children better as against the man who makes his children worse. It is the newspaper that is always found on the side of the man who tries to make his country better as against the man who makes his country worse. It is the newspaper that is always found on the side of the man who tries to make his God better as against the man who makes his God worse. It is the newspaper that is always found on the side of the man who tries to make his religion better as against the man who makes his religion worse. It is the newspaper that is always found on the side of the man who tries to make his politics better as against the man who makes his politics worse. It is the newspaper that is always found on the side of the man who tries to make his business better as against the man who makes his business worse. It is the newspaper that is always found on the side of the man who tries to make his life better as against the man who makes his life worse. It is the newspaper that is always found on the side of the man who tries to make his death better as against the man who makes his death worse. It is the newspaper that is always found on the side of the man who tries to make his eternity better as against the man who makes his eternity worse.

THE NEW-YORK TIMES.

The New York Times.

NEW-YORK, SATURDAY, DEC. 26, 1874.

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE—BOUCICAULT—AX. E. MORGAN, Jr. John Gilbert, Miss Rose Coghlan, Mrs. John Drew.

GRAND OPERA-HOUSE—DOORS ARE CLOSED—Miss Kellogg, Mr. Nelson Varley, Mr. Adams, Mr. John Brougham.

BOOTH'S THEATRE—HENRY DUBAS—Mr. J. W. Wallack, Miss Mary Wells, Manager, at 8.

STH AVENUE THEATRE—PLAIN MAN—Mr. George Clarke, Miss Clara Morris, Manager, at 8.

UNION SQUARE THEATRE—MOSES, R. H. Hamlin, Miss Mary Cowell, Manager, at 8.

OLYMPIC THEATRE—LES CENT VIERGES—MIA. Aimee, M. Jousset, Manager, at 8.

NIBLO'S GARDEN—LES CLOCHES—MIA. DE, Mr. Frank Mayo, Manager, at 8.

WOOD'S MUSEUM—Curiosities and Specialties.

BRYANT'S OPERA HOUSE—NEGRO—MINSTRELSY AND BURLESQUE—Bryant, Wood, Leonard, Backus, Bryant—Dan Bryant, Sayman, Reed, Manager.

ST. JAMES THEATRE—AX TAKEDOWN MIX—Mrs. Scott-Siddons, Miss Rose Coghlan, Mr. Gilbert, Manager—The Children of Lear.

TONY PASTOR'S OPERA-HOUSE—VARIETY EN-TERTAINMENT, Manager at 8.

STEINWAY HALL—GRAND STEINWAY CONCERT—Mr. Carl Rosa, Conductor—The Children of Lear.

TERMS TO MAIL SUBSCRIBERS.

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The DAILY TIMES, per annum, including the Sunday paper.....10 00
The Sunday TIMES, per annum.....2 50
The WEEKLY TIMES, one month.....50
The WEEKLY TIMES, one year.....5 00
SPECIAL RATES FOR THE WEEKLY AND SEMI-WEEKLY TIMES.

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THE DAILY TIMES.

The subject of the Mint compromise with the Senate is being discussed in Washington, and it is said that the House will probably agree to the Senate amendment. The Senate has also passed the Bankrupt bill, with amendments which will probably be concurred in by the House. The Senate has also passed the Pacific Railroad bill, which will probably be concurred in by the House. The Senate has also passed the Bill to prevent the sale of intoxicating liquors in the Capitol building

NEW PUBLICATIONS.

MISCELLANEOUS.

NEW PUBLICATIONS.

MISCELLANEOUS.

REAL ESTATE TRANSACTIONS.

The attendance at the Exchange yesterday, Friday, Dec. 27, was again light, and but little business was transacted, although two sales were made, as follows: A. J. Bleecker, Son & Co., by order of the Supreme Court, in foreclosure, under the direction of Gen. H. Brewster, Esq., referee, disposed of the premises known as No. 313 Ninth-avenue, embracing a lot 25.1 by 66, with a four-story and basement brick house thereon, situated on the west side of the avenue, 25 feet south of Fifty-fourth-street; sold for $14,200, to H. Kissock. James M. Miller, as an executorial sale, under the direction of Gustave Wunsch, Esq., executor, sold for $9,000, the three-story thirty-foot-stoop brick house and lot—latter 14 by 92.5—No. 224 East Fortieth-street, south side, between Second and Third avenues, the purchaser being J. J. Nathan. The remaining auctions of the day all legal, in charge of Mr. Miller, were adjourned, as follows: Sale of four five-story brick tenement-houses and lots, Nos. 220, 222, 224, and 226 East seventy-sixth-street, near Second-avenue, adjourned to Jan. 3; sale of house and lot on East Twenty-ninth-street, 161.5 feet east of Third-avenue, adjourned to same day; sale of lot, with buildings, on the north-west corner of Water and Roosevelt streets, adjourned to Jan. 2, and sale of lot on the south side of Fifty-ninth-street, adjourned to same day. Nothing further worthy of note occurred, and business for the week closes extremely dull, but perhaps no more than should exceed about the usual dullness during the holiday season. For to-day two sales are announced as follows: By Buck N. Camp, at a Supreme Court sale, of Irving Hall, Nos. 17 and 19 Irving-place. The store, 19 feet 2 inches front, 46 feet 2 inches deep, 23.9 by 101.10, and by Jas. A. Fleming, at an adjourned Supreme Court sale, Stephen H. Olin, Esq., referee, two lots, with improvements thereon, on the south side of Fifty-second, 254.6 feet south of Fourth-avenue; the lots being irregular in form, but together in size about 44.7 by 46.3.

At private contract, John B. Finch, No. 194 Broadway, reports having recently sold eight three-story and basement flush-stoop brown-stone-front houses and lots, each 20 by 97 by 98.11, situate seven on the north side of One Hundred and Thirty-second-street, 20 feet west of Fourth-avenue, and one on the south side of One Hundred and Thirty-third-street, 100 feet west of Fourth-avenue, for $17,000 a piece, or $136,000 for lot.

The building list for the week ending with Friday, Dec. 27, is meagre, but three plans for new buildings having been filed. Seven permits to build and two unsafe buildings reported. The following is the record:

NEW BUILDINGS.

One first-class brown-stone-front dwelling, 25x61 Sixty-fifth-street, south side, 225 feet east of Lexington-avenue, 20 by 60, four stories; Alexander Harper, owner.

Three brick first tenement-houses, Fifth-street, south side, 100.6 feet east of Avenue B, 25 by 70, 5 1/2 stories; Louis Lowe, owner.

One brick-front carpet factory, West Forty-third-street, south side, 300 feet west of Eleventh-avenue, 375 by 98, four stories; R. M. Hilson & Co., owners.

UNSAFE BUILDINGS.

Nos. 47 and 49 Chatham-street, unsafe walls, liable to fall; Morris Israel, owner.

Nos. 37 and 39 Chatham-street, unsafe walls; Edgar Logan, owner.

Nos. 47 and 49 Greene-street, unsafe south gable walls; Alfred Bowditch, owner.

No. 20 Cortlandt-street, unsafe floor; Joseph Naylor & Co., owners.

Exchange Sales, Friday, Dec. 27, 1872.

NEW-YORK.

By E. J. Bleecker, Son & Co.

1 4-story brick basement & h. and l., No. 512 9th-av., W. s., 25.4 ft. n. of 54th-st.; lot 25.11x90.....$14,250

By James H. Miller.

1 2-story h. & b. h. and l., No. 206 E. 40th-st., s. s., 110 ft. w. of 2d-av.; lot, 14.2x53.6.....2,400

Recorded Real Estate Transfers.

NEW-YORK.

Tuesday, Dec. 24.

Centre-st., e. s., 20.4 ft. s. of Pearl-st., 44.7x36.7x irreg.....$44,000

126th-st., n. s., 87.6 ft. w. of Avenue B, 18.9x74.....

126th-st., n. s., 112.6 ft. w. of Avenue B, 18.9x74.....

46th-st., n. s., 62.10 ft. e. of 2d-av., 20.7x98.9.....

26th-st., n. s., 100 ft. w. of 3d-av., 25x98.9.....

67th-st., n. s., 275 ft. e. of 2d-av., 25x100.5.....

47th-st., n. s., 275 ft. e. of 2d-av., 25x101.9.....

50th-st., n. s., 250 ft. 3? in. w. of 9th-av., lease.

Sold, 25x100.5.....

23d-st., n. s., 237.11 ft. e. of 2d-av., 22.6x98.9.....

44th-st., n. s., 281.7 ft. e. of 8th-av., 25.7x100.....

126th-st., n. s., 540.8 ft. w. of 2d-av., 12.6x99.11, ½ par.....

125th-st., n. s., 215 ft. e. of 4th-av., 25x100.11.....

130th-st., n. s., 215 ft. e. of 4th-av., 25x99.11.....

Lexington-av., w. s., 50.2 ft. s. of 66th-st., 20x70.....

103d-st., n. s., w. corner of 103d-st. and 3d-av., 25.1x75.....

3d-av., e. s., 50.5 ft. s. of 46th-st., 25.5x75.....

4th-av., s. w. corner of 76th-st., 77.2x100.....

5th-av., w. s., 54.11 ft. n. of 134th-st., 20x110.....

6th-av., n. e. corner 110th-st., 77.6x25.....

LEASES.

Broadway, No. 42, 10 years, per year.....$11,000

Duane-st., No. 57, s. s., 50.9 ft. e. of Church-st., 25.3x72.6, 20 5-12 years.....

Mercer-st., No. 31, 7 5-12 years, per year.....

Spring-st., No. 107, 7 5-12 years, per year.....

W. 42d-st., No. 10, lease.....

Thomas-st., s. w. 200.3 ft. s. of Church-st., 25x75.6, 20 10-12 years.....

Thomas-st., s. s., 264 ft. s. of Church-st., 20x75.6, 20 10-12 years.....

Thursday, Dec. 26.

Boulevard or Dickman-st., south line, s. w. s., 159 ft. s. of Sherman-av., 100x200.....

Chrystie-st., w. s., 140 ft. n. of Broome-st., 46.8x

100, C. S. C. ½ part.....

Charles-st., n. s., 100 ft. w. of 4th-av., 20.2x91.7.....

39th-st., n. s., 100 ft. e. of 8th-av., indefinite gore, referee's deed.....

40th-st., s. s., 100 ft. w. of 4th-av., 25x100, h. and l.....

40th-st., n. s., 160 ft. w. of 4th-av., 25x100, h. and l., foreclosure.....

57th-st., n. s., 125 ft. e. of 3d-av., 50x100.5, mort. exempt.....

LEASE.

Bowery, No. 235, 4 years, per year.....

17th-st., Nos. 115, East, 5 years, per year.....

CITY REAL ESTATE.

TO LEASE.

NOS. 718 AND 720 BROADWAY, OPPOSITE NEW-YORK HOTEL. EXTRA LARGE LOT. WOULD BE ALTERED TO SUIT TENANT. For particulars apply to HORACE S. ELY, No. 21 Pine-st.

TO LEASE, BROADWAY, SOUTH-WEST CORNER HOUSE AND STORE. LOT 50x100 FEET. WOULD BE LEASED FOR TWENTY-ONE YEARS WITH RENEWAL. APPLY TO HOME OFFICE, NO. 39 PINE-ST.

FOR SALE ON 57TH AND PARK AVE.—No. 656 5th-av., decorated and furnished in the most elegant manner; No. 61 Park-av., now being decorated; price low, terms easy. Inquire of J. CAMPBELL, Pacific Bank.

COUNTRY REAL ESTATE.

FOR SALE.—A VERY DESIRABLE RESIDENCE at Morrisania, Westchester County, with house of fifteen rooms and garret, good well-water in the house and at barn, carriage-house &c.; beautiful Sound and river view and fine shade; eleven acres of good land adjoining; a bargain to the right buyer. Address Mrs. O. SANFORD, Westport, Conn.

WATER-FRONT FOR FACTORIES, ROPEWALKS, LUMBER-YARDS &c.—LOTS FOR SALE OR LEASE.—Blocks of lots on Newtown Creek, near Penny Bridge, Long Island, New-York and Brooklyn Cities; prices $200 to $1,000 per lot. Apply to S. B. SCHIEFFELIN, No. 15 East 34th-st.

ORANGE, N. J.—COUNTRY HOUSES, lands and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or years. Apply to WALTER R. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone-sts.

STORES, &C., TO LET.

TO LET.

AN OLD-ESTABLISHED TEA-STORE, Nos. 26, 28, and 30 Vesey-st., corner of Church, now occupied by the United States Tea Company, Possession lot February next. Apply to J. & J. W. MERKEL, No. 30 Vesey-st., Room No. 5.

OFFICES TO LET IN TIMES BUILDING. SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING. Apply at TIMES COUNTING-ROOM.

DWELLINGS TO LET.

UNFURNISHED.

TO LET—ON BROOKLYN HEIGHTS FIVE minutes from Fulton Ferry, two new modern brick houses, containing nine rooms each; all modern improvements. Apply at No. 47 Pelton-st., Brooklyn.

COPARTNERSHIP NOTICES.

COPARTNERSHIP NOTICE.

The partnership heretofore existing between GEORGE F. PUTNAM, GEORGE HAVEN PUTNAM and JOHN BISHOP PUTNAM, all of New-York, under the firm name of G. P. PUTNAM'S SONS, was dissolved on the 30th of December, by the death of George P. Putnam.

The business of the firm will be continued without change or interruption at its present location, No. 182 5th-av., and No. 14, East 16th-st., by the undersigned, under the firm name of G. P. PUTNAM'S SONS.

GEORGE HAVEN PUTNAM,
JOHN BISHOP PUTNAM.

Dated Dec. 31, 1872.

DISSOLUTION.

Notice is hereby given that the copartnership of BECKERLE & CLAFF is by mutual consent, this day dissolved.

All the undersigned will attend to the settlement of the business.

E. BECKERLE,
RICHARD CLAFF.

NEW-YORK, Dec. 26, 1872.

DISSOLUTION.

The firm of GEORGE JENNISON & CO., doing business at No. 152 Broadway, is this day dissolved. The business will be continued by GEORGE JENNISON.

NEW-YORK, Dec. 14, 1872.

MARBLE MANTELS.

A. KLAESS.—STEAM MARBLE AND WOOD MANTEL works, West 126th and 128 East 125th-sts., below and handsomest assortment of mantels, at prices that defy competition. Marble sawing for the trade.

STEWART'S SLATE MANTELS, RICH and elegant designs; slate work of every description; marble and wood mantels. T. S. STEWART & CO., No. 220 and 222 West 23d-st., near 7th-av.

FINANCIAL.

MIDLAND FIRST MORTGAGE

7 Per Cent. Gold Bonds,

ISSUED BY THE MONTCLAIR RAILWAY CO.

AND

GUARANTEED BY NEW-YORK MIDLAND.

The MONTCLAIR is the DIRECT and SHORT LINK OF THE MIDLAND through New-Jersey. Its bonds are issued on the basis of half cost. They are GUARANTEED, as to p. & i. punctually, by the MIDLAND, running DIRECT FROM THE CITY OF NEW-YORK, secured at a large business and a fixed rental. THIS BOND OFFERS AN ADVANTAGE OVER ALL THE OTHER MIDLAND FIRST MORTGAGE BONDS, IN THAT, WITH EQUAL SECURITY, IT IS LESS IN PRICE.

We commend it to investors.

For sale by

Allen, Stephens & Co.,

BANKERS,

NO. 25 PINE-ST.

I., B., & W.

EXTENSION RAILWAY

First Mortgage 7 per Cent. Convertible

GOLD BONDS,

COUPONS PAYABLE JANUARY AND JULY.

THE INDIANAPOLIS, BLOOMINGTON and WESTERN ROAD from Indianapolis to Pekin, 362½ miles, HAS BEEN IN OPERATION TWO YEARS, and now not earnings sufficient to earn semi-annual interest on all bonded issues of the Company, including the bonds on the Extension of 137 miles, and which, it is expected, will have, when completed, an income larger than that of the old road as the present time.

Nearly 200 miles of the Extension is Railroad, and this will be completed during 1873, making a trunk line of connection of 562 miles, has a section not surpassed by any in the West.

It is seldom so strong a security is offered at the low price of 90 and its INTEREST.

We recommend these Bonds as one of the most desirable securities in the market to all investors, and especially to banks, insurance companies, and for the use of trust funds.

All having large investments to make are invited to go over the line and make personal examination.

Pamphlets, maps, &c., furnished on application.

Turner Brothers,

Bankers, No. 14 Nassau-st.

WOOD & DAVIS,

BANKERS

AND

DEALERS IN RAILROAD BONDS,

Keep on hand a variety of choice bonds at supply investors, furnish bonds negotiated in the market, subscription papers, circulars &c. for Government securities, gold and railroad stocks, and pay &c.

GENERAL BANKING BUSINESS,

NO. 31 PINE-ST.

C. D. WOOD, SAM'L B. DAVIS,
Formerly of Vermilye & Co.

EDWARD HAIGHT & CO.,

BANKERS,

NO. 9 WALL-ST., N. Y.

FIVE PER CENT. Interest Allowed on Deposits.

The business of our firm is the same as any state or National Bank.

Individuals or firms banking with us may deposit and draw as they please, the same as with any bank, except that we allow five per Cent. interest on all balances.

We buy and sell Bonds, Stocks, Gold, Business paper, and collect Business Notes and Drafts throughout the United States, giving prompt returns.

HOUSTON & TEXAS CENTRAL RAILWAY

FIRST MORTGAGE LAND GRANT

7 Per Cent. Gold Bonds,

FOR SALE BY

JOHN J. CISCO & SON,

NO. 59 WALL-ST.

10 PER CENT. KANSAS SCHOOL BONDS
10 PER CENT. NEBRASKA SCHOOL BONDS

The safest kind from reasonableness of bond investments.

Total amount of Kansas School Bonds issued to Jan. 1, 1872, $1,393,629; amount outstanding Jan. 1, 1872, $1,393,314.

Balance has been redeemed.

Choice lots for sale by

LITCH, OTIS & CO.,
No. 11 Pine-st., New-York.

THE CHEAPEST SECURITY NOW OFFERED.

FIRST MORTGAGE BONDS OF THE

JACKSONVILLE, NORTH-WESTERN AND SOUTH-EASTERN R.W.

HAVING THIRTY YEARS TO RUN, bearing interest at Seven per cent. in Gold Coin, or at equal to the present standard of value, and principal and interest PAYABLE in the City of New-York, at Seventy-Five Cents on the Dollar, at the option of the holder. When desired, bonds will be registered by the Trustee—the Farmers' Loan and Trust Company. Interest on the first mortgage 7 per Cent. Road completed from Jacksonville to Lake Junction with the CHICAGO AND ALTON R.R. of Illinois, a distance of over 30 miles. The remainder to be completed forthwith. The Company owns the road PAID FOR, and in full operation, and it is upon this completed portion only that bonds amounting to $600,000 are now offered at 85 and accrued interest, leaving a handsome margin for the completion of the road. It will be sold at a much higher price, and will be offered only upon completed road. This road traverses the garden of the State, across all the great railroads, and connects Jacksonville, the capital of Illinois, with Jacksonville, Florida, and its bonds are most highly esteemed by those whose investigation has been most searching. We have personally examined every detail of this Company's affairs, and unhesitatingly recommend these bonds as an ABSOLUTELY PERFECT security.

Pamphlets and further information may be had by applying to GILMAN, CARPENTER & CO., Bankers, No. 56 Exchange-place, New-York.

WINSLOW & WILSON,
No. 50 Williams-st., New-York.

We offer for sale

THE FIRST CONSOLIDATED MORTGAGE 7 PER CENT. THIRTY-YEAR GOLD BONDS OF THE ST. LOUIS AND SOUTH-EASTERN RAILWAY COMPANY (consolidated,) of Illinois, Indiana, Kentucky, and Tennessee, and the Southern Division of which are payable in GOLD in NEW-YORK, FREE OF U. S. GOVERNMENT TAX. These bonds are COUPON and REGISTERED, and are issued in denominations of $500 and $1,000.

The sales are equipped and in operation.

The present actual earnings August, 1872, $9,000; September, $930,273 63; October, $10,067 38.

This road constitutes the best and shortest line between Nashville, St. Louis, and Chicago.

EVANSVILLE AND CRAWFORDSVILLE RAILROAD COMPANY.

SEALED PROPOSALS will be received at the office of the Farmers' Loan and Trust Company for the sale to the Trustees of sixteen (16) bonds of the Company.

Proposals should be directed to H. G. Stebbins, President, No. 26 Exchange-place, and must be presented on or before 12 o'clock M., on the 6th proximo.

By order of the Board.

President Farmers' Loan and Trust Company.

NEW-YORK, Dec. 23, 1872.

JOHN MUNROE & CO.

BANKERS, No. 7 WALL-ST., NEW-YORK.

ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO.

ISSUE COMMERCIAL and TRAVELLERS' CREDITS AVAILABLE in all PARTS of the WORLD.

TREASURER'S OFFICE,
CITY OF ALLEGHENY, Dec. 18, 1872.

ALLEGHENY CITY CONSOLIDATED BONDS OFFERED.

Sealed Proposals for the Bonds of the City of Allegheny, Penn., now partly assessed, to the SINKING FUND for 1873 will be received by the undersigned at the lowest rates offered.

Proposals will be received by the undersigned until WEDNESDAY, Jan. 1, 1873.

D. MACFERRON,
Treasurer of the City of Allegheny, Penn.

BANK OF NORTH AMERICA,
NEW-YORK, Dec. 13, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this bank will be held at the banking-house, No. 44 Wall-st., on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.

J. A. BEARDSLEY, Cashier.

MECHANICS' AND TRADERS' EXCHANGE NATIONAL BANK OF THE CITY OF NEW-YORK, No. 257 BROADWAY, Dec. 19, 1872.

THE ANNUAL RE-ELECTION OF DIRECTORS of this bank will be held at the banking-house, on TUESDAY, Jan. 14, 1873, between the hours of 11 M. and 1 P. M.

A. S. APGAR, Cashier.

FINANCIAL.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY

NEW SINKING FUND BONDS,

COUPON AND REGISTERED.

$6,000,000,

Bonds due Oct. 1, 1902, with Interest at Seven per Cent., payable semi-annually.

April and October, at the office of the Union Trust Co. of New-York.

$500,000, on Ten Year Check of the Lessee, to be created annually by the Sinking Fund.

Coupon Bonds of.....$1,000 each.
Registered Bonds at $1,000, $5,000, and $10,000 each.

Price, 92 1-2 and Accrued Interest.

ROBINSON, CHASE & CO.,

BANKERS, NO. 11 BROAD-ST.

THE National Trust COMPANY,

OF THE CITY OF NEW-YORK,

Nos. 261 AND 263 BROADWAY, CORNER OF WARREN-ST.

Capital, - - - - - $1,000,000

Pays Four per Cent. Interest per Annum on Deposits, Subject to Check at Sight.

Pays Five per Cent. Interest on Certificates of Deposit.

Receives & Executes Commercial and Financial Agencies.

ACTS as TRUSTEE FOR RAILROAD and Municipality Loans.

RAILROAD MORTGAGE BONDS.

D. B. MANGAM, President.
E. L. SOLOMON, First Vice-President.
B. F. BANCROFT, Second Vice-President.

JAMES MERRELL, Secretary.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ON HAND FOR INVESTMENT.

BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS AND GOLD.

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

SOUTH SIDE RAILROAD OF LONG ISLAND.

FIRST MORTGAGE BONDS FOR SALE.

JACOB H. SHEFFIELD & CO.,
NO. 9 PINE-ST., NEW-YORK.

Descriptive pamphlets furnished upon application.

THE MILWAUKEE AND ST. PAUL RAILWAY COMPANY

Has completed and equipped nearly miles of its second track trains are now running to Minnesota where connections are made for Canada.

The First Mortgage Bonds of the Company bear 7 per cent. interest, are coupon and registered, and are issued for over five of six times the amount of the debt of the road. Principal and interest payable in gold in the city of New-York. The bonds are offered for sale at 90 and accrued interest, with coupons beginning with January, 1873. The opening of the Extension to Minnesota is a legitimate one, and the parties in interest are among the most prominent men of Milwaukee.

A large portion of the loan has been taken by parties who have made the fullest investigation, and the balance is offered in the market.

GREENLEAF, NORRIS & CO.,
No. 49 Exchange-place.

LOST—A CERTIFICATE OF DEPOSIT IN the NATIONAL TRUST COMPANY OF THE CITY OF NEW-YORK, dated Nov. 30, 1872. All persons are requested to take notice that a new certificate should not be issued in lieu of the same.

ATLANTIC INSURANCE SCRIP BOUGHT AND SOLD BY
WM. D. GILLEY, No. 16 Pine-st.

EIGHT PER CENT. GOLD AND WOOD COUNTY, WISCONSIN, AND THE TOWN OF PLOVER, Portage County, Wis., having to run over 20 years to run.

TWENTY YEAR REGISTERED BONDS, and other choice securities, at prices that will pay over twelve per cent. on the investment.

THOS. J. ELLIS & CO., Bankers,
No. 14 Pine-st.

FAIRCHANCE IRON COMPANY,
Pittsburgh, Pa., Dec. 21, 1872.

NOTICE TO STOCKHOLDERS.—THE annual meeting of stockholders of the Fairchance Iron Company will be held at the office of G. A. Thompson & Co., No. 20 Broad-st., New-York, in the City and County, Penn., on the SECOND WEDNESDAY (eighth day) of January next at 2 P. M., for the purpose of electing Directors for the ensuing year.

JOHN WILSON, Secretary.

OFFICE CENTRAL PETROLEUM CO.,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL MEETING OF THE stockholders of the Central Petroleum Company for the election of trustees to serve for the ensuing year, will be held at the office of the Company, No. 52 Broadway, New-York, on MONDAY, Jan. 6, 1873, at noon.

LOUIS E. ELLIOTT, Jr., Secretary.

100 TO 1,000 SHARES of the CAPITAL STOCK of the DUBUQUE AND SIOUX CITY RAILROAD COMPANY FOR SALE.—Capital $2,000,000. Shares $100 each. NOT LIABLE TO ASSESSMENT. The Company owns valuable patents for the State of New-Jersey also, the Right of Way, Depot Grounds, &c., in Jersey City, leased to Cavan's Point, N. J., Officers—C. D. Wagner, President; Jacob Vanderbilt, Vice-President; John S. Dill, Secretary. For further particulars apply to C. E. LE BARON, Exam., No. 27 William-st.

NINTH NATIONAL BANK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION OF DIRECTORS of this bank will be held at the banking-house, No. 97 Broadway, on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.

JOHN T. HILL, Cashier.

FROM THIS DATE THE FOURTH NATIONAL Bank is the depository and duly financial agent of the State of Georgia in the City of New-York, where matured State bonds can be exchanged or cashed, and interest coupons paid on presentation. Current currency coupons paid on maturity.

N. L. ANGIER, Financial Agent of Georgia.

NEW-YORK, Dec. 3, 1872.

MECHANICS' AND TRADERS' NATIONAL BANK,
Corner BOWERY AND BROOME-ST.,
NEW-YORK, Dec. 21, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this bank will take place at the banking-house, on TUESDAY, the 14th day of January next. Polls open from 11 A. M. to 1 P. M.

GEORGE W. TOUTLE, Cashier.

OFFICE OF THE HAMILTON FIRE INSURANCE COMPANY, No. 61 WALL-ST.,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of the Company will be held at the office of the Company on MONDAY, Jan. 6, 1873. The polls will be open from 12 M. to 2 P. M.

EDWARD SCHELL, Secretary.

OFFICE ROUGE DIAMOND SILVER MINING COMPANY, No. 24 PINE-ST.,
NEW-YORK, Dec. 24, 1872.

THE ANNUAL MEETING FOR THE election of Directors, and for the transaction of such other business as may come before the meeting, will be held at the office of the Company, No. 24 Pine-st., New-York, on THURSDAY, Jan. 9, 1873, at 3 o'clock P. M.

W. H. ALVORD, Secretary.

THE GERMAN-AMERICAN BANK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL MEETING OF SHAREholders of this bank for the election of Directors, &c., will be held at the banking-house, on MONDAY, 13th of January next, between the hours of 11 A. M. and 1 P. M.

O. H. CHRISTIAN, Cashier.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK, NEW-YORK, Dec. 19, 1872.

THE ANNUAL MEETING OF STOCKholders of this bank, for the election of Directors, will be held at the banking-house, on TUESDAY, Jan. 14, 1873. Polls open from 12 M. to 1 o'clock P. M.

ANSON PUTNAM, Cashier.

THE BANK OF NEW-YORK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house, on TUESDAY, Jan. 14, 1873, between the hours of 11 A. M. and 1 P. M.

WM. H. MACY, Cashier.

THE MERCHANTS' NATIONAL BANK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.

A. GILBERT, Cashier.

LOST AND FOUND.

LOST—ON THURSDAY, DEC. 19, A GOLD LOCKET, between Broadway and Fifth-ave. and 14th and 23d-sts. The finder will please leave it at No. 2 East 14th-st. and receive reward.

LOST—ON FRIDAY OR SATURDAY LAST, A Diamond Ring, supposed to be lost in Broadway, between Fulton and Cortlandt-sts. The finder will please return to E. T., No. 2 East 45th-st., corner Union-place.

SAVINGS BANKS.

IRVING SAVINGS INSTITUTION,
No. 96 WARREN-ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all deposits. Interest commences from first January, April, July, and October. Bank open daily from 10 A. M. to 3 P. M.

WALTER W. CONCKLIN, President.
VANDERBILT L. ACKSON, Secretary.

CITIZENS' SAVINGS BANK,
OF THE CITY OF NEW-YORK.
1872—JANUARY INTEREST.

The Twenty-Fifth semi-annual interest at the rate of SIX PER CENT. per annum on all sums entitled thereto, and not withdrawn during the month of January, will be paid on and after Monday, Jan. 20, 1873.

E. A. QUINTARD, President.
ARTHUR A. BUNCE, Secretary.

MANHATTAN SAVINGS INSTITUTION,
Nos. 644 and 646 Broadway, corner Bleecker-st.
NEW-YORK, Dec. 26, 1872.

FORTY-FOURTH SEMI-ANNUAL DIVIDEND.

The Trustees of this institution have declared the forty-fourth Semi-annual Dividend at the rate of Six per Cent. per annum on all sums of $5 and upwards, deposited for three or six months previous to Jan. 1, 1873, payable on and after the third Monday in January next.

All Dividends not withdrawn will receive interest the same as a deposit.

E. J. BROWN, President.
EDWARD SCHELL, Treasurer.
C. T. ALVORD, Secretary.

GREENWICH SAVINGS BANK,
NO. 78 GREAT, NEW-YORK.
DEC. 21, 1872.

Interest will be paid to depositors at the rate of seven per cent. per annum, on all sums of $5 to $5,000, for all the time they have remained, or may remain, on deposit on the 1st days of June and December, free from Government tax, and payable on and after 2 Monday, the 20th of January.

Interest not withdrawn will be credited as principal, and draw interest from Jan. 1.

All deposits made on or before Jan. 10, 1873, will draw interest from the 1st.

HENRY F. WERMUTH, President.
JAMES BRICE,
J. HASBROUCK, Secretary.

EAST RIVER SAVINGS INSTITUTION,
No. 2 Chambers-st., NEW-YORK, Dec. 19, 1872.

FORTY-FIFTH SEMI-ANNUAL DIVIDEND. Interest on the sum of SIX PER CENT. PER ANNUM has been declared, and will be paid on and after the 10th day of January next, on all sums that have remained on deposit for three or six months previous to the 1st day of January next.

Interest not called for will be credited as an original deposit and draw interest from January 1.

BANK OPEN DAILY from 10 to 3 o'clock, and on THURSDAY from 10 to 7 o'clock P. M.

WM. H. SLOCUM, President.
CHARLES A. WHITNEY, Secretary.

Broadway Savings Institution,

NO. 937 BROADWAY, entrance on Park-place. Interest on deposits entitled thereto, for the six months ending with the 31st instant, at the rate of SIX per cent. per annum, on all sums of $5 and upwards, will be paid on and after Monday, Jan. 20, 1873.

FRANCIS P. SCHOALS, President.
WARD B. WORMAN, Sec. PETER CUMMING, Actuary.

PEOPLES' SAVINGS BANK,
No. 201 3d-av., corner of 16th-st.

The usual semi-annual interest, at the rate of SIX PER CENT. per annum on all sums entitled thereto, will be paid on and after the 1st day of January, 1873.

Deposits received of any sum from One to Twenty-five Thousand Dollars.

Money deposited on or before Jan. 10 will draw interest from Jan. 1.

FRED. OLMSTEAD, President.
CHARLES T. RODGERS, Secretary.

DRY-DOCK SAVINGS BANK,
NOS. 31 AND 33 EAST 4TH-ST., NEAR AVE. D.

Six per cent. per annum on sums of $5,000 and under; five per cent. per annum on sums over $5,000. Deposits made on SATURDAY, Jan. 11, 1873, will draw interest from the 1st of January, 1873.

ANDREW MILLS, President.
JAMES L. STEWART, Secretary.

UNION DIME SAVINGS BANK, NOS. 396 AND 398 CANAL-ST., corner Laight.

THIRTY-SECOND SEMI-ANNUAL DIVIDEND.

Has been declared, at the rate of SIX PER CENT. per annum, on all sums of $5 and upwards, payable on and after Jan. 20. Interest not called for will be credited as an original deposit.

N. L. ANGIER, President.
A. WHITCOCK,
JOHN C. JOHNSON, } Vice-Presidents.
C. E. CHEAPIN, Treasurer.
T. S. ARNOUX, Secretary.

GERMAN SAVINGS BANK,
Nos. 96 and 98 Bleecker-st., corner of 31st-st.

Money deposited NOW will draw interest from the 1st day of January at the rate of six per cent. per annum on all sums from $1 to $5,000.

Bank open daily from 9 A. M. to 3 P. M., and on Mondays, Wednesdays and Saturdays also from 6 to 8 P. M.

CHRISTIAN SCHWARTZ, President.

CRAIGMONT SAVINGS BANK,
NO. 247 GREENWICH-ST.

SIX PER CENT. INTEREST.

Interest will be paid on deposits for January, April, July and October. Bank open daily from 9 A. M. to 3 P. M. Saturdays, 9 A. M. to 12 M.

ELIAS BROWNELL, President.
DAVID R. SWAN, Secretary.

METROPOLITAN SAVINGS BANK,
NOS. 7 AND 9 3D-AV.,
Opposite Cooper Institute.
Chartered 1866.

Interest commences on Deposits on the 1st of January.

ISAAC T. SMITH, President.
T. W. LILLIE, Secretary.

UNION DIME SAVINGS BANK,
No. 339 and 341 CANAL-st., corner of Lispenard.

Six per cent. interest on all sums of $5 and upwards. Interest commences from first January, April, July and October. Bank open daily from 9 A. M. to 3 P. M.

ASSETS, $19,338,379 88.

INSTITUTION FOR THE SAVINGS OF Merchants' Clerks and Others, No. 32 Union-square, corner of East 16th-st.—Dividend No. 39. From and after Jan. 20, 1873, at following rates per annum, payable Jan. 20, 1873, at following rates per annum, viz: 6 per cent. on all sums not exceeding $1,000, and five per cent. on larger sums.

MOSES H. GRINNELL, President.
ANDREW WARNER, Secretary.

DEPOSIT TODAY in the SAVINGS BANK Chartered by the United States.
SEND FOR CIRCULAR.
ASSETS OVER $4,000,000.

DIVIDENDS.

PEOPLE'S FIRE INSURANCE COMPANY,
No. 25 CEDAR-ST., NEW-YORK, Dec. 19, 1872.

THE DIRECTORS OF THIS COMPANY have this day declared a semi-annual Dividend of Six per Cent. free of all taxes, payable on and after Jan. 2, 1873, on all which date the transfer-book will remain closed.

A. C. MILNE, Secretary.

NEW-YORK, Dec. 27, 1872.

COUPONS OF THE FIRST MORTGAGE BONDS of the Charlotte, Columbia, and Augusta Railroad Company, maturing 1st of January, 1873, will be paid on and after that date at the office of Messrs. L. K. Josup & Co., No. 30 Liberty-st., New-York.

JOHN B. PALMER, President.

NEW-YORK, Dec. 27, 1872.

COUPONS OF THE FIRST MORTGAGE BONDS of the Dubuque and Sioux City Railroad Company, maturing 1st of January, 1873, will be paid on and after the 2d instant, at the office of the Company, No. 30 Liberty-st., New-York.

R. K. JESUP, President.

FIRST NATIONAL BANK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house, No. 52 Broadway, on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.

JOHN T. HILL, Cashier.

FROM THIS DATE THE FOURTH NATIONAL Bank is the depository and duly financial agent of the State of Georgia in the City of New-York, where matured State bonds can be exchanged or cashed, and interest coupons paid on presentation. Current currency coupons paid on maturity.

N. L. ANGIER, Financial Agent of Georgia.

NEW-YORK, Dec. 3, 1872.

MECHANICS' AND TRADERS' NATIONAL BANK,
Corner BOWERY AND BROOME-ST.,
NEW-YORK, Dec. 21, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will take place at the banking-house, on TUESDAY, the 14th day of January next. Polls open from 11 A. M. to 1 P. M.

GEORGE W. TOUTLE, Cashier.

OFFICE OF THE HAMILTON FIRE INSURANCE COMPANY, No. 61 WALL-ST.,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECtors of the Company will be held at the office of the Company on MONDAY, Jan. 6, 1873. The polls will be open from 12 M. to 2 P. M.

EDWARD SCHELL, Secretary.

OFFICE ROUGE DIAMOND SILVER MINING COMPANY, No. 24 PINE-ST.,
NEW-YORK, Dec. 24, 1872.

THE ANNUAL MEETING FOR THE election of Directors, and for the transaction of such other business as may come before the meeting, will be held at the office of the Company, No. 24 Pine-st., New-York, on THURSDAY, Jan. 9, 1873, at 3 o'clock P. M.

W. H. ALVORD, Secretary.

THE GERMAN-AMERICAN BANK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL MEETING OF SHAREholders of this bank for the election of Directors, &c., will be held at the banking-house, on MONDAY, 13th of January next, between the hours of 11 A. M. and 1 P. M.

O. H. CHRISTIAN, Cashier.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK, NEW-YORK, Dec. 19, 1872.

THE ANNUAL MEETING OF STOCKholders of this bank, for the election of Directors, will be held at the banking-house, on TUESDAY, Jan. 14, 1873. Polls open from 12 M. to 1 o'clock P. M.

ANSON PUTNAM, Cashier.

THE BANK OF NEW-YORK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house, on TUESDAY, Jan. 14, 1873, between the hours of 11 A. M. and 1 P. M.

WM. H. MACY, Cashier.

THE MERCHANTS' NATIONAL BANK,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.

A. GILBERT, Cashier.

DIVIDENDS.

THE COUPONS DUE JAN. 1, 1873, ON the Bonds of the INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY, will be paid by WALKER, ANDREW

SHIPPING.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM SHIPS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
Cuba, Wednesday, Jan. 1.	Calabria, Wednesday, Jan. 22.
Parthia, Wednesday, Jan. 8.	Algeria, Wednesday, Jan. 29.
Java, Wednesday, Jan. 15.	Persia, Wednesday, Feb. 5.

And every alternate WEDNESDAY and SATURDAY from New-York.

Steamers sail from Pier 44, North River, foot of Canal-st.

RATES OF PASSAGE.

Cabin, $80, $100 and $120, gold, according to accommodation.

Excursion Tickets to Paris, $15, gold, additional.

Steerage tickets at moderate rates.

Passage.....$30, currency

Steerage.....$30, currency

Drafts from Liverpool, Queenstown and Glasgow's and all parts of Europe at lowest rates.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage, apply at the Company's office, No. 4 Bowling-green.

For further information apply at the Company's office, No. 29 Broadway.

E. W. J. HURST, Manager.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

FROM NEW-YORK.	FROM LIVERPOOL.
OCEANIC.....SATURDAY, Jan. 4, at 10 A. M.	OCEANIC.....SATURDAY, Jan. 18, at 2 P. M.
BALTIC.....SATURDAY, Jan. 11, at 2 P. M.	BALTIC.....SATURDAY, Jan. 25, at 8 A. M.
ATLANTIC.....SATURDAY, Jan. 18, at 8 A. M.	ATLANTIC.....SATURDAY, Feb. 1, at 8 A. M.
CELTIC.....SATURDAY, Jan. 25, at 2 P. M.	CELTIC.....SATURDAY, Feb. 8, at 2 P. M.
OCEANIC.....SATURDAY, Feb. 1, at 10 A. M.	OCEANIC.....SATURDAY, Feb. 15, at 2 P. M.

Pens and White Star Desk Parcels, Forty Pages, 25c.

Rates—Cabin, $80, gold; steerage, $30, currency. Tickets to and from Queenstown and Liverpool, $10 extra. Steerage prepaid certificates, $30, currency. Drafts for sums to suit, payable on demand in all parts of Europe. Apply to

SAFETY, SPEED AND COMFORT.

Steamers carry neither cattle nor sheep, and have their saloons and staterooms in midship section, where least motion is felt.

Passengers booked through to all points in Ireland, Scotland, England and the Continent.

Rates—Cabin, $80, gold; steerage, $30, currency. Tickets to and from Queenstown and Liverpool, $10 extra. Steerage prepaid certificates, $30, currency. Drafts for sums to suit, payable on demand in all parts of Europe. Apply to

J. B. SPARKS, Agent.

NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.

TOURIST TICKETS

FORTNIGHTLY TO LONDONDERRY.

From Pier No. 45 and 47 North River.

TO GLASGOW, LONDONDERRY AND LIVERPOOL.

GREECE, Thomas.....Wednesday, Jan. 1, at 7 A. M.

ZEALAND, Outhwaite.....Wednesday, Jan. 8, at 2 P. M.

FRANCE, Thomson.....Wednesday, Jan. 15, at 7 A. M.

TO LONDON DIRECT.

ERIN, Lawton.....Saturday, Jan. 4, at 9 A. M.

Pier 45, North River.

THE LARGEST IN THE TRADE.

Cabin passage.....$70 and one additional passage

Steerage.....$30, currency

Through tickets to Paris, $15, gold, additional.

Sailings Saturday, Wednesday, Thursday, Noon.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage, apply at the Company's office, No. 4 Bowling-green.

CHA. G. FRANCKLYN, Agent.

ANCHOR LINE.

EXPRESS PASSENGER STEAMERS SAIL FROM NEW-YORK EVERY SATURDAY FROM PIER NO. 20 NORTH RIVER.

Passengers booked to and from all railway stations in Great Britain, Ireland, Germany, Switzerland, Italy, France, Spain, Portugal, &c., quickly, comfortably, and cheaply as by any other route in time.

From New-York.

ANCHORIA.....Saturday, Jan. 4
CITY OF LIMERICK.....Saturday, Jan. 11
VICTORIA.....Saturday, Jan. 18
ETRURIA.....Saturday, Jan. 25
ANGLIA.....Saturday, Feb. 1

From Glasgow.

ANCHORIA.....Saturday, Jan. 18
CITY OF LIMERICK.....Saturday, Jan. 25
VICTORIA.....Saturday, Feb. 1
ETRURIA.....Saturday, Feb. 8

At these rates, Pier No. 20 North River, New-York. Currency rates of passage to Liverpool, Glasgow, or Londonderry, $80; intermediate, $60; steerage, $30. Excursion tickets, $120; intermediate, $90, according to date of sailing. Steerage certificates, $30, currency. Persons wishing to send for their friends can buy passage tickets at low rates. Drafts for any amount issued at low rates. Apply to HENDERSON BROTHERS, No. 7 Bowling-green.

STEAMERS FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF PARIS.....Saturday, Jan. 11, at 1 P. M.
CITY OF NEW-YORK.....Saturday, Jan. 4, at 6 P. M.
CITY OF BRISTOL.....Thursday, Jan. 9, at 2 P. M.
CITY OF BROOKLYN.....Saturday, Jan. 11, at 2 P. M.
CITY OF MONTREAL.....Saturday, Jan. 18, at 2 P. M.

And every SATURDAY and THURSDAY thereafter.

RATES OF PASSAGE.

CABIN, $80 and $90, according to accommodation. Return first tickets at $140 rates.

STEERAGE, to or from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30, currency.

Drafts issued for any amount, payable on demand in all parts of Great Britain and Ireland, at lowest rates.

Through bills of lading given for Antwerp, Hamburg, Sweden, Norway, Denmark and Paris, at reduced rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 8 Broadway.

JOHN G. DALE, Agent.

No. 15 Broadway, New-York.

FOR LIVERPOOL,

QUEENSTOWN AND LONDONDERRY,

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steamers from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY.

WISCONSIN, Capt. T. W. FREMAN, Jan. 1, at 4 A. M.	
NEVADA, Capt. Comstock.....Jan. 8, at 9 A. M.	
WYOMING, Capt. Price.....Jan. 15, at 2 P. M.	
IDAHO, Capt. Morgan.....Jan. 22, at 7 A. M.	
MINNESOTA, Capt. T. F. FREEMAN, Jan. 29, at 12 M.	
MANHATTAN, Capt. Jas. FRICE.....Feb. 5, at 11 A. M.	

Cabin passage, $80 and $100, according to accommodation of berth and location of room.

Steerage passage, $30. Children under 12 years, half price.

For freight or cabin passage apply to

WILLIAM F. LEWIS, Pier 46 North River.

ONLY DIRECT LINE TO HAVANA.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT.....Saturday, Dec. 28
VILLE DE PARIS.....Saturday, Jan. 4
LAFAYETTE.....Saturday, Jan. 11
PEREIRE.....Saturday, Jan. 18

PRICE OF PASSAGE IN GOLD (including wine), FROM NEW-YORK TO

First cabin.....$100 | Second cabin.....$70
Steerage.....$30

Those intending to send for their friends can buy passage tickets at reduced rates.

American travelers going to, or returning from, the Continent of Europe, by taking the steamers of this line, avoid both transit by English railway and the discomfort of the Channel. Quickest time, least trouble and expense.

GEORGE MACKENZIE, Agent,

No. 55 Broadway.

NOTICE.—STEAMER ST. LAURENT, FOR Brest and Havre, will leave Pier 50 North River, foot of Morton-st., on SUNDAY, at 2 o'clock. Passengers are requested to be on board at 1 o'clock. Mails for this steamer will close at the Post-office at 12 M.

GEO. MACKENZIE, Agent.

FOR SAVANNAH, GA.,

VIA THE FLORIDA PORTS,

AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIP

MONTGOMERY, Capt. FARCLOTH, SATURDAY, Dec. 28, from Pier No. 47 North River, at 4 P. M.

R. LOWDEN, Agent,

No. 6 Wall-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Dec. 28, from Pier No. 9 North River, at 3 P. M.

WM. R. GARRISON, Agent,

No. 3 Bowling-green.

VIRGO, Capt. SCHLEY, TUESDAY, Dec. 31, from Pier No. 46 North River, at 3 P. M.

MURRAY HERRIS & CO., Agents,

No. 3 Bowling-green.

HERMAN LIVINGSTON, Capt. CHESEBROUGH, THURSDAY, Jan. 2, from Pier No. 9 North River, at 3 P. M.

WM. R. GARRISON, Agent,

No. 3 Bowling-green.

Insurance at the low rate of ONE-HALF PER CENT. Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Railroad.

C. D. OWENS, Agent, G. P. A., No. 20 Broadway.

GEORGE TONGE, Agent, G. F. A., No. 204 Broadway.

UNITED STATES AND ROYAL MAILS.

FOR HAVANA AND NASSAU, N. P.

Atlantic Mail Steamship Company, sailing every Saturday, from Pier No. 4 North River.

MORRO CASTLE, Capt. T. H. MORTON, Thursday, Jan. 2
COLUMBIA, Capt. SUMMUT.....Saturday, Jan. 11
MORRO CASTLE, Capt. T. H. MORTON, Thursday, Jan. 16
For freight or passage apply to

A. W. DIMOCK, President,

No. 5 Bowling-green.

FOR ST. THOMAS AND HAVANA.

UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sail on the 5th of every month.

MERIDA, Capt. G. HIX.....Feb. 5, at 12 M.
CITY OF PARIS.....Mch. 5, at 12 M.
ONTARIO, Capt. GLOUM.....Apr. 5, at 12 M.

These splendid steamers will be added to their sailings from time to time, as they are completed.

Passengers booked through to Rio Janeiro, Pernambuco, Bahia and Para.

For freight or passage, apply to

WM. R. GARRISON, Agent,

No. 3 Bowling-green, New-York.

DRY GOODS.

GENTLEMEN,

Who are seeking for choicest and rarest

HOLIDAY GIFTS,

to present at their lady friends, will find at this Establishment of

Opera Glasses, Stereoscopes and Views, French Bonbonnieres, Lace Handkerchiefs, Toilet Sets, Kid Gloves, at our usual low prices.

R. H. MACY & CO.,

14TH-ST. AND 6TH-AV.

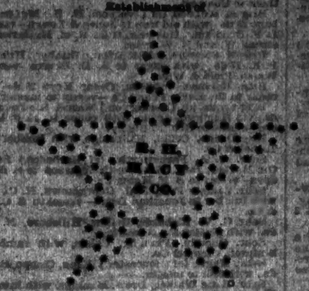
DRY GOODS.

LADIES,

Who are seeking for choicest and rarest

HOLIDAY GIFTS,

to present to their gentlemen friends, will find at this Establishment of



Smoking Jackets, Dressing Gowns, Undershirts, Cigar Holders, Cigar Cases and Pouches, Table of Standard Authors, Desk Combs and Pocket-books, Dressing Cases, Gold Pens, Stockings, Opera Glasses, Club Skates, Traveling Bags, at our usual low prices.

R. H. MACY & CO.,

14TH-ST. AND 6TH-AV.

SHIPPING.

THE GREAT SOUTHERN

FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Sailings every TUESDAY, THURSDAY and SATURDAY, from Pier No. 3 North River, foot of Rector-st.

CHARLESTON, Capt. J. A. HARRIS, Tuesday, Dec. 31.

SOUTH CAROLINA, Capt. T. J. HEWETT, Thursday, Jan. 2.

GEORGIA, Capt. S. W. [illegible], Saturday, Dec. 28.

Superior accommodations for passengers. Through passage tickets and bills of lading issued to connect with Central Railroad of Georgia, to all points in the South-West, and over the North-eastern Railroad to Florida points. Through rates and bills of lading given for Cheraw and Darlington Railroad, and with steamers to Florida ports. Freight for this line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and signed at the office. Lay Days, 1 and 2 days. Wharf, foot of Rector-st., North River.

HENRY R. MORGAN & CO., Agents.

For through freight rates and other information in reference to through freight, apply to

BENTLEY D. HASELL,

General Agent Great Southern Freight Line.

ALL GOODS DISPATCHED AS SOON AS LOADED.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO CALIFORNIA, JAPAN AND CHINA.

VIA PANAMA.

CARRYING MAILS, PASSENGERS AND FREIGHT TO

ASPINWALL, PANAMA, SAN FRANCISCO, VICTORIA, PUGET SOUND, PORTLAND, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, NEW GRANADA AND PERU.

The splendid new iron steamer COLORADO, Capt. SEABURY, will leave Pier No. 42 North River at 3 o'clock noon for Aspinwall direct connecting at Panama with steamers for San Francisco, touching at Acapulco as required and Port Dixon, and also connecting for all Central American and Pacific ports. Departures of 10th and 25th each month, or next with the Company's steamer following. Steamer for Victoria, Puget Sound, touching at Port Townsend, Nanaimo, Orca, and Port Angeles.

Steamer GREAT REPUBLIC will leave San Francisco Jan. 1, 1873, for Japan and China. For rates of passage, freight, and all information apply at the Company's office on the pier, foot of Canal-st., North River.

P. B. BABY, Agent.

RED BALL LINE OF MAIL STEAMERS.

RATES OF PASSAGE REDUCED.

NEW-YORK TO

DEMERARA.

CALLING AT ST. THOMAS AND BARBADOES.

TO LAND MAILS AND PASSENGERS.

The well-known, full-powered, first-class steamers ARE INTENDED TO SAIL FROM ATLANTIC DOCKS, BROOKLYN, AS FOLLOWS:

MANDINGO, 1,500 tons.....Tuesday, Jan. 28

ZAGCO and GUINEA

AND EVERY FOURTH TUESDAY THEREAFTER.

These steamers have been built especially for the passenger trade, and have every modern improvement for passenger comfort, including spacious saloons, superior ventilation, and large airy first-class staterooms. Every evening, during the voyage, will be taken by the Captain for the health and comfort of passengers.

For freight or passage apply to

JOHN T. MOODY, Supt. N. Y. & N. E. Dep't,

No. 79 Cortlandt-st., New-York.

SAILING TO HAVANA.

HAVANA, PROGRESO AND VERA CRUZ.

The new and splendid steamers of this line, leaving Pier No. 4 North River, every Saturday, at 3 P. M., as follows:

CITY OF MEXICO, Saturday, Dec. 28
CITY OF HAVANA, Saturday, Jan. 4
CITY OF ALEXANDRIA, Saturday, Jan. 11

For passage, freight or general information apply to

P. ALEXANDER & SONS, No. 41 Broadway.

NOTICE TO TRAVELLERS.

Families or gentlemen traveling for pleasure, in the Continental countries, can receive the services of a courier, who will accompany them, at a moderate compensation, by addressing "COURIER," Box No. 1,000 Post-office. Those services are invaluable to persons not conversant with the localities of cities and countries, and will save much trouble, annoyance and expense. Satisfactory references given.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON and all points East, via NEWPORT and FALL RIVER.

Daily, (Sundays excepted,) at 5 P. M.,

From Pier No. 28 North River, foot Murray-st.

The most convenient and elegant.

EMPIRE STATE and OLD COLONY.

Capt. A. G. Simmons. Capt. R. H. Gardiner.

For tickets and state-rooms apply at No. 261 Broadway; No. 192 Broadway, corner Spring; at the office on the pier.

P. B. BACON, Agent.

H. H. MURRAY, General Freight Agent.

FOR NEW-HAVEN, HARTFORD, &c.

Steamer leaves Pier No. 2 North River at 5 P. M.

FOR BRIDGEPORT AND ALL POINTS East and West, and Northern Railroad, leaves Pier No. 2 North River, at 5 P. M.

BUSINESS CHANCES.

BUSINESS OPPORTUNITY.

FOR SALE.

If applied for soon, the store, fixtures and good will of an old established country store, situated in Westchester County, 21 miles from New-York, will be sold very low. Only cash or approved paper will be taken. Apply to W. H. VAN KLEECK, No. 76 Wall-st., New-York, or A. D. HARRISON, Highland-ville, Dutchess County, N. Y.

BUSINESS PARTNER WANTED.

With from $5,000 to $10,000 to take an interest in a new and finely opening business; the investment and work are perfectly safe; good salary, moderate, and the gentleman of energy, character, models &c., and the gentleman of energy, character, models &c., and the gentleman of energy, character, models &c.,

THE CITY'S TROUBLE.

Remarkable Effect of the Great Snow-Storm.

General Business Affairs Almost Wholly Suspended.

Serious Block of Transportation Hampers to Some Wet.

The great snow-storm of Thursday seems no less remarkable for the violence than for the width of territory it extended over. The telegrams show that from Virginia to Maine, and from the Atlantic coast west to the Mississippi, the snow fell in nearly equal quantity, while the violent north-west wind which accompanied it, and which increased in strength as the snow ceased to fall, caused a heavy damage to shipping on all the lines of inland navigation within the area of the storm. Yesterday, the intercourse resumed in from almost north, south, east and west of this City, all told the same tale—damage to shipping by the violence of the ice-floes carried down by the wind; delay of trains by snow blockade; stoppage of car traffic in the cities. All the Erie trains were eighteen and twenty-four hours behind time; on the Hudson River has the condition of things was the same, and short trains dragged by four locomotives would scarcely make ten miles an hour. All the mails were, of course, delayed to the same extent; indeed, it was scarcely attempted to send off more than half the usual number. In the North and East Rivers great masses of snow-ladden ice accumulated against the wharves, and wherever they could they used the floating masses they piled up one over the other in compact fields, through which the ferry-boats and tugs made their way with extreme difficulty. In the streets of the City marvel was everywhere imposed; in many cases it was stopped altogether: for the clearing of the side-walks by shoveling the snow into the road-way, added greatly to the difficulties under which wheeled vehicles labored, while increasing the fatigues for pedestrians. All the car lines which have not ceased running, were worked by double teams, and very little regard appeared to be paid to the tracks. If an obstruction occurred on the line, and the street was sufficiently wide to admit of it, the cars coming up jumped the track, passed the obstruction, and returned to the rails again as soon as they could. On lines on which the curves were numerous, the cars were hauled off. No amount of horse-power could have dragged them through the high banks of accumulated snow. In Broadway, the Street-cleaning Bureau had all its force employed in carting away the snow, which was dumped into the rivers. When evening came, and the offices, stores, and factories closed, the streets became more lively than at any previous time during the day. The hundreds of people making their way home by all available conveyances caused a rush at all the starting points for the car and stage lines and at the ferries; while those people who were not afraid of a little sturdy exercise went off upon on the instruments of locomotion with which Nature had provided them, and seemed to enjoy the fun. Cheerfulness breathing into loud laughter manifested itself among the crowds of pedestrians along the thoroughfares of the City last evening, to an extent not often heard among our "melancholy people," as Americans have so often been described by foreign critics. This, indeed, was the bright side of the picture which the storm presented us with; the dark side will be shown in the long list of wrecks, the many accidents on the railroads, and the enormous loss which the storm has occasioned in the stoppages and delay of communication. It is to be hoped that this feature of the storm will be less than we might anticipate; and that the great event in meteorological annals will not be remembered in connection with severe loss of life or ruinous damage to property.

The Mail Delivery—The Post-Office Not Demoralized.

In stating the situation last night, Mr. Dayton, the night Superintendent of the Post-office, said that the mails were about one day behindhand. The delay will probably be augmented to-day, as intelligence has already been received from Westchester that the efforts of the Postal Department in facilitating the forwarding of the detained mails are becoming effective. The special mail agents sent out from the large cities, are hard at work on the various railway lines, transferring the mail-cars to clear side-sidings, and changing the mails into special cars, and endeavoring, from their topographical knowledge of the railway system, to get the best of the situation. In the city the snow on the streets greatly impeded the delivery of letters, and on the lower part of the island, in the various substations, which were done at the Liberty-street office at 6½ P. M. last evening, did not close until nearly 10 o'clock. Out of the City, however, a cheering prospect was observable. Quite a number of mails came in during the day: Trains from Boston, delayed 24 hours by the storm, came in at 1:30 P. M., and was quickly dispatched by the army of extra clerks in waiting. Two Northern mails came in by the Hudson River and New-York Central at 6½ P. M. and 9½ P. M. They were due on Thursday afternoon. Boston sent three mails. Two came in at 6 P. M. and 8½ P. M. They were due on Thursday afternoon. Another mail came in at 9 P. M., which was due at 4 o'clock yesterday morning. One mail came in by the Erie Road at 8:10 P. M. It was originally started late, and two mails are over-due on the road. One mail came in by the Harlem Road at 8 P. M., due early in the morning. The Morristown Road sent in one mail at 7 P. M., which was due on Tuesday evening, and the Boonton Railroad succeeded in rushing a very heavy mail through at 9½ P. M. In order to deal promptly and speedily with the enormous mass of matter which will come in with a rush when the railroads are cleared, Postmaster Jones has ordered a large force of extra clerks and assorters on duty at the office, night and day.

The Scenes in the Streets.

The streets of the City yesterday everywhere presented the same picture of teams struggling through deep snow, and pedestrians doing the same wherever they had to make a crossing. The only vehicles which found no difficulty were the sleighs, and these dashed along with a merry ring of the bells. Wheeled wagons and drays became snow-bound, as many did in the narrower streets down-town, it was apparent that the lull in loading there was not heavily. The snow running on the sidewalks became deep.

The work of clearing the New Town Brook-way was in active progress all day. The great banks on either side gradually disappeared or became considerably reduced as the day went on, the Street-cleaning Bureau having all available forces at work along the route.

Car Travel in the City.

Street-car travel in addition to being exceedingly uncertain, was certainly unpleasant. After waiting an hour for a car, a person is naturally depressed in spirit when the car does arrive by finding every seat occupied, the platform crowded on the platforms. Such was the prevailing condition of affairs yesterday. Cars were running, but so far as the comfort of travel was concerned, they might not have been running at all. Inconvenience, however, was but little regarded by weary and downcast pedestrians standing in the lower portion of the City, and in order to reach home, many would gladly have taken possession of the roofs of the street cars which ran, were they allowed so to do. The shop-girls were saddled in adversity and their own charms were grievously overlooked, so far as cars were concerned. Hundreds had to walk home through the snow and slush, and those who were fortunate enough to get into a street car did so by scraping, bundling and pushing their way down. The Comptroller's office at one early document, to which the attention of the reader is directed by a cut, before starting out on a very heavy mail through at 9½ P. M. In order to deal promptly and speedily with the enormous mass of matter which will come in with a rush when the railroads are cleared, Postmaster Jones has ordered a large force of extra clerks and assorters on duty at the office, night and day.

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